

PROSPER PORTLAND

Portland, Oregon

RESOLUTION NO. 7400

**APPROVING THE AMENDED AND RESTATED INTERSTATE CORRIDOR URBAN
RENEWAL PLAN 2021 AND FORWARDING TO CITY COUNCIL WITH A
RECOMMENDATION FOR APPROVAL**

WHEREAS, the Portland City Council (“City Council”) adopted the Interstate Corridor Urban Renewal Plan (as amended, the “Interstate Corridor Plan”) on August 23, 2000, by Ordinance No. 174829, which had previously been approved and adopted by the Prosper Portland Board of Commissioners (“Board”) on July 12, 2000 through Resolution No. 5506, in order to provide tax increment funding (“TIF”) and urban renewal authority to foster development and redevelopment of property in the Interstate Corridor Plan area (“Area”) and to protect the public health, safety, and welfare of the city of Portland;

WHEREAS, the Portland Housing Bureau’s (“PHB”) affordable housing TIF investments in the Area are guided by the North/Northeast Neighborhood (“N/NE”) Housing Strategy;

WHEREAS, on September 19, 2019, the N/NE Housing Oversight Committee, which informs implementation of PHB’s N/NE Neighborhood Housing Strategy, voted unanimously to support increasing maximum indebtedness to fund additional affordable projects in the Area;

WHEREAS, Prosper Portland’s community economic development TIF investments in the Area are guided by the N/NE Community Development Initiative (“N/NE CDI”) Action Plan;

WHEREAS, on February 12 2020, the N/NE CDI Oversight Committee voted in favor of to support increasing maximum indebtedness to fund N/NE CDI Action Plan priorities, including the Williams and Russell project;

WHEREAS, the Amended and Restated Interstate Corridor Plan 2021, attached hereto as Exhibit A (the “Amended and Restated Plan”), implements the recommendations of the N/NE Housing Oversight Committee and the N/NE CDI Oversight Committee, increasing maximum indebtedness of the Interstate Corridor Plan so that the total maximum indebtedness which may be incurred to complete the Amended and Restated Plan is \$402,000,000;

WHEREAS, the additional financial resources provided by the Amended and Restated Plan will provide funding to further the goals of the PHB’s N/NE Neighborhood Housing Strategy and the N/NE CDI Action Plan, including redevelopment of the Williams and Russell project;

WHEREAS, because the Amended and Restated Plan increases maximum indebtedness, it is considered a substantial change, which pursuant to Oregon Revised Statutes (“ORS”) 457.220 (2), must be approved and recorded in the same manner as the original plan; and

WHEREAS, the Prosper Portland Board has received staff recommendations to approve both the Amended and Restated Plan 2021 and the Technical Report on the Amended and Restated Plan, attached hereto as Exhibit B (“Technical Report”), and agrees with the benefits to the Area of increasing maximum indebtedness to accomplish development of the projects described in the Amended and Restated Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Prosper Portland Board hereby approves the Amended and Restated Interstate Corridor Urban Renewal Plan 2021;

BE IT FURTHER RESOLVED, that the Prosper Portland Board accepts the Technical Report;

BE IT FURTHER RESOLVED, that the Amended and Restated Interstate Corridor Urban Renewal Plan 2021 amends and restates the Interstate Corridor Plan in its entirety, incorporating and subsuming all prior versions of the Interstate Corridor Plan, which prior versions are of no further force and effect to the extent absent from this Amended and Restated Interstate Corridor Urban Renewal Plan 2021;

BE IT FURTHER RESOLVED, that the Prosper Portland Board hereby refers the Amended and Restated Interstate Corridor Urban Renewal Plan 2021 and Technical Report to the Portland City Council with the recommendation for approval by nonemergency ordinance; and

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

Adopted by the Prosper Portland Commission on October 14, 2020



Pam Feigenbutz, Recording Secretary

INTERSTATE CORRIDOR

Urban Renewal Area

INTERSTATE CORRIDOR URBAN RENEWAL PLAN

ADOPTED AUGUST 2000

AMENDED AND RESTATED 2021



**PROSPER
PORTLAND**

Building an Equitable Economy

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I. INTRODUCTION

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

Original Plan Introduction (2000)

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

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

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

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

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

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

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

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

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

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

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

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

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

Amended and Restated Interstate Corridor Urban Renewal Plan 2011

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

Amended and Restated Interstate Corridor Urban Renewal Plan 2021

This Amended and Restated Interstate Corridor Urban Renewal Plan 2021 makes changes to the Plan, which changes are identified in this Amended and Restated Plan, or referred to for convenience, as the “13th Amendment.” This Amended and Restated Interstate Corridor Urban Renewal Plan 2021 amends and restates the Plan in its entirety, incorporating and subsuming all prior versions of the Plan, which prior versions are of no further force and effect to the extent absent from this 2021 Amended and Restated Plan. The 13th Amendment increases the maximum indebtedness (“MI”) by \$67,000,000 to a new MI of \$402,000,000. Seventy percent of these funds are allocated to affordable housing to be implemented through the Portland Housing Bureau and the remaining thirty percent will be invested in administration, programs and projects that implement goals and objectives of the North/Northeast Community Development Initiative Action Plan, including the Williams & Russell project

II. PUBLIC INVOLVEMENT

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

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

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

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

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

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

13th Amendment

The North/Northeast Community Development Initiative began in January 2016 with the goal of determining how to spend the remaining uncommitted Interstate Corridor Plan tax increment finance (“TIF”) resources. Prosper Portland convened a Project Advisory Committee composed of members of the Neighborhood Economic Development Leadership Group and other community representatives to guide the development of an action plan for the remaining funds.

In January 2017, the Portland City Council adopted the North/Northeast (“N/NE”) Community Development Initiative (“CDI”) Action Plan. This plan reflects the input of the Project Advisory Committee as well as the feedback from:

- Thirty-five stakeholders who participated in group or one-on-one interviews
- Community members who attended Project Advisory Committee meetings
- The North/Northeast Neighborhood Housing Strategy Oversight Committee
- More than 200 community members who participated in community forums held on October 8 and October 20, 2016.

The goal of the N/NE CDI Action Plan is to use the remaining TIF resources to foster economic prosperity among communities and individuals who have not fully participated in or benefited from economic opportunities in the Interstate Corridor URA.

Prosper Portland recognizes that the Black community and other communities of color have experienced significantly restricted access to employment and wealth creation opportunities

within the Interstate Corridor URA – even while other communities and businesses have seen significant gains. This disparity has hindered economic opportunities and reduced community capacity to support cultural and community assets.

The Plan and the remaining investments are therefore specifically designed to ensure that the remaining Interstate Corridor Plan economic development resources are directed toward long-term and former members of the community who have not benefited from the impact of public and private investments to date.

In 2017 the N/NE CDI Oversight Committee formed the ICURA Expansion Subcommittee to review potential changes to the Interstate Corridor Plan to include the property at N. Williams and N. Russell streets. A Williams & Russell Project Working Group was formed to provide community outreach and communication about the Williams and Russell project. In meeting minutes from the February 12, 2020 N/NE Oversight Committee, it was stated that the Williams and Russell PWG had collected over 600 responses from community surveys regarding feedback on the site.

A N/NE CDI Oversight Committee work session was held on December 19, 2019 to review information on the potential changes to the Interstate Corridor Plan. The N/NE CDI Oversight Committee was briefed on the MI increase and addition of the N Williams and Russell site to the Interstate Corridor Plan on Feb 12, 2020. A vote was taken on two recommendations: to increase the maximum indebtedness and to amend the Interstate Corridor Area to include the Williams and Russell site. The two recommendations passed with majority votes.

The result of this work was to add the 1.7 acre property at N Williams and Russell to the Interstate Corridor Plan boundary. This was completed by Resolution No. 7361 on March 11, 2020.

The 13th Amendment is the implementation of the recommendation to increase the maximum indebtedness of the Interstate Corridor Plan.

III. GOALS AND OBJECTIVES

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

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

General Principles

- 1. Outreach.** The planning and implementation of ICURA will be founded on a thorough, ongoing, and inclusive community involvement process. This process will build capacity within the community by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to an informed decision. Information will be accessible to the community. Communications will be in an accessible format where needed.

2. **Benefit the Existing Community/Equity.** This Plan will primarily benefit *existing* residents and businesses within the Area through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of life within the Area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low income people, the disabled).
3. **Coordination.** To optimize the effectiveness of urban renewal investments, the Commission will coordinate and integrate urban renewal efforts with TRI-MET, Oregon Department of Transportation, and other public agencies, as well as the efforts of the private and nonprofit sectors.
4. **Stability/Sustainability.** Urban renewal efforts will strive to stabilize and revitalize the Area, building on the diverse cultural and historic and natural resource assets of the Area. These efforts will strive for sustainability, as measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality, and commitment to the improvement in the lives of those who live, work, and play in the Area.
5. **Albina Community Plan.** The Albina Community Plan and its associated neighborhood plans, adopted by Council in 1993, will serve as the cornerstone for this Plan. Specifically, the Albina Community Plan will be the framework plan for the Area, recognizing that the specific urban renewal implementation measures will be sufficiently flexible to evolve in response to new challenges and opportunities as they arise.
6. **St. Johns/Lombard Plan.** The St. Johns/Lombard Plan is designed to set the framework for creating a more complete and vibrant St. Johns town center and North Lombard main street area over the next 20 years. The St. Johns/Lombard Plan focuses on land use and transportation issues, and was initiated in the fall of 2001 as a cooperative effort supported by the community and the City. The St Johns/Lombard Plan was adopted by Council in 2004.
7. **Other Plans.** Additional neighborhood and development plans overlap with the Area including the Bridgeton Neighborhood Plan, the Portsmouth Neighborhood Plan, and the North Interstate Plan. The Bridgeton Neighborhood Plan was adopted by Council in 1997; the Portsmouth Neighborhood Plan was adopted Council in 2002; and the North Interstate Corridor Plan was adopted by Council in 2008.
8. **Optimize Light Rail Investment.** Recognizing this as a unique opportunity to link urban renewal to a major new transit facility, this Plan will serve to optimize the public investment in the Interstate light rail line by ensuring that the entire Area benefits from this investment, in particular through the creation of catalyst projects near light rail stations and other key locations.

9. **Focus Investment Along Interstate.** Areas immediately abutting the light rail line will bear the highest degree of impacts and opportunities associated with the light rail line, and therefore these areas will be an important focus of urban renewal investment.
10. **Distribution of Resources.** It is essential that there be a fair distribution of urban renewal resources throughout the entire Area, so that all areas benefit from this Plan.
11. **Return on Investment.** Consideration should be given to focusing tax increment dollars, especially in the early years of the urban renewal area, on projects which are likely to attract significant private investment, which in turn will generate more immediate tax increment dollars using a return on investment (“ROI”) analysis. It is recognized, however, that some programs and projects may not provide a strong ROI but are nonetheless supportive of other goals and objectives of this Plan and, therefore, merit early funding.
12. **Strategic Use of Resources.** Tax increment dollars should be used strategically; other sources (private investment, other agency funds, etc.) should be utilized when possible. To achieve the efficient use of tax increment funds, they should serve to leverage other investments whenever possible.
13. **Condemnation.** There will be no condemnation as part of the Area until, and if, the Advisory Committee decides that it wants to amend this Plan to include condemnation. There will be no condemnation by the Commission in the Eliot neighborhood for the life of the Plan.
14. **Other Funding Sources.** The availability of urban renewal funding should not cause other City programs or agencies to allocate resources which would otherwise be earmarked for north/northeast Portland to other parts of the City. Where appropriate, City programs or agencies should consider shifting resources away from capital projects eligible for urban renewal funds, towards other north/northeast Portland community needs which are ineligible for urban renewal funding.

Principles by Topic Area

ECONOMIC DEVELOPMENT/JOB

1. **Economic Principles Overview.** The overall purpose of the economic development principles and of the related project and program activities identified in Section VII of this Plan is to strengthen existing businesses and to assist north/northeast residents in jobs. Implementation will occur as part of a comprehensive planning effort, coordinated among the many agencies and employers.
2. **Wealth Creation.** Foster entrepreneurship and wealth creation within the community.

3. **Displacement.** Retain and support existing businesses by seeking to insure that they benefit from this Plan and its related activities (including light rail). Strive to minimize the involuntary displacement of existing businesses in the Area, regardless of size, through an assessment of the needs of businesses at risk of displacement. This assessment will identify existing programs and develop new programs and strategies (such as small business loans, storefront grants, business assistance, etc.) intended to retain and support these businesses.
4. **Business Expansion.** Support expansion of existing businesses that offer family-wage employment opportunities within the community.
5. **Brownfields.** Encourage the productive redevelopment of brownfield sites. Identify and analyze the sites, through a thorough public process, with input from property owners, affected residents, and others. Strive to utilize Area residents and contractors in all phases of the effort, including assessment, remediation, redevelopment, and end uses. Also, consider supporting the creation of a community development corporation(s) to perform some or all of these tasks.
6. **Training Facilities.** Support the creation of job training facilities, resource facilities, and other workforce development facilities that serve to expand employment opportunities within the community through community-based organizations and employment and training partnerships with area schools, employers, and local businesses. Urban renewal expenditures should serve to leverage other expenditures (training, equipment, etc.) which are not eligible for urban renewal funding. Support expansion of programs to create market-driven job training components, resource components, and other workforce development components that serve to expand employment opportunities. Develop a network of training partnership agencies which includes Area schools and employers to ensure effective service delivery for residents.
7. **Family-Wage Jobs.** Prioritize maintaining and attracting family-wage jobs in the Area. Family wage refers to incomes that can sustain a family, including a full range of benefits (medical, etc.).
8. **Existing Residents.** Provide opportunities for current Area residents to obtain new jobs and create wealth before, during, and after construction of the light rail line, in part by striving to utilize Area residents and businesses on all project phases and new developments within ICURA.
9. **Positive Business Environment.** Recognizing that each area of ICURA serves a different purpose and that all areas help enrich the fabric of the entire community, create an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. Ensure compatibility between commercial, industrial, and residential areas for their mutual benefit. Improve the community's economic capacity to support business.

10. **Job Access.** Optimize access of Area residents to employment opportunities both inside and outside of ICURA.
11. **Child Care.** Support efforts to improve access to stable, quality child care through the development of child care networks, provider training, facilities improvements, transportation needs, and provider business development. Employers benefiting from urban renewal will be encouraged to describe how they will assist workers with child care prior to receiving urban renewal support.
12. **Economic Development Strategy.** Work toward accomplishing the goals of the City of Portland’s North/Northeast Community Development Initiative Action Plan to create thriving commercial areas, successful neighborhood businesses, and equitable access to quality jobs throughout the Area. Strive to position neighborhoods, local businesses and their residents to connect to and compete in the regional economy.

HOUSING

1. **Displacement.** Develop and implement programs that address potential displacement of current residents (renters *and* homeowners), including non-citizens, so that they may remain in their homes and neighborhoods.
2. **Home Ownership.** Increase equity-building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program.
3. **Compatible Infill.** Assure that infill housing is compatible with established neighborhoods in terms of scale, density, design, and range of affordability, through design standards and design review. Encourage rigorous community outreach to residents of affected areas prior to making any zone changes that might result in significantly increased density, particularly in the portions of neighborhoods between I-5 and N. Interstate Avenue.
4. **Seniors/Single Parents/Disabled.** Facilitate the retention/creation of affordable housing opportunities for seniors, single-parent households, the low income and working poor and those with disabilities. Where appropriate, incorporate accessibility design principles.
5. **Housing Balance.** Provide a mix of housing opportunities consistent with the range of choices that existed within the Area in the Year 2000. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood.
6. **Preservation.** Preserve and rehabilitate the existing housing stock and maintain its affordability through the use of different financing tools and technical assistance

7. **Housing For Workers.** Provide ample housing opportunities for people who work in the Area (current and future employees).
8. **Design Review.** Encourage developers to seek neighborhood/community feedback on the design of new residential projects; require this feedback in the case of urban renewal-funded projects.
9. **Support Services.** Support efforts to assure that necessary services are available to support current and new residents: schools, transit, grocery and other retail, social services, childcare (especially for high density housing), parks and open space, etc.
10. **Income Diversity.** Assure that an adequate supply of housing is available to people of all income levels throughout the district.
11. **Transit Supportive Housing.** Support mixed-use, mixed -income housing projects along major transit corridors including N. Interstate Avenue.
12. **Housing Strategy.** Prepare and implement a comprehensive Interstate Corridor Housing Strategy to guide future funding decisions within the Area in accordance with the principles enumerated herein. Such strategy will assess the housing needs and availability for populations at risk of displacement, as well as identify existing programs and develop new programs to address the issue of residential gentrification and involuntary displacement, affordability, increased ownership opportunities, etc. The development and ongoing monitoring of this strategy will involve extensive involvement of residents of all types – renters, owners, long-term and more recent residents, upper income, middle income, lower income, etc.

TRANSPORTATION

1. **Optimize Light Rail Investment.** Optimize the benefits of light rail by coordinating other program investments to realize potential commercial and residential investment resulting in economic vitality and revitalization of the Area, and by enhancing access to transit for residents and workers.
2. **Target Investments.** Target transportation/infrastructure investments to fulfill jobs, housing, and revitalization objectives of the Area. Give priority to transportation improvements that will enhance access to key employment areas.
3. **Coordination with Other Goals.** Coordinate and integrate transportation investments with other goals and objectives of this Plan (e.g. parking to serve economic development objectives, housing, access to jobs, neighborhood services such as childcare, etc.).
4. **Access.** Assure that Area residents and workers have access to a variety of transportation options to provide connections to jobs, services, community facilities, etc. This is especially critical with regard to east-west connections to light rail stations.

5. **Pedestrian Environment.** Create a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit.
6. **Traffic Impacts.** Mitigate negative impacts on Area streets resulting from traffic displaced from Interstate Avenue due to light rail, as well as other traffic impacts in the general area. Invest in infrastructure and signaling technology to coordinate traffic flow with light rail, increase arterial effectiveness, and support economic development, job creation, and neighborhood livability.
7. **Transportation Modes.** Encourage alternatives to auto travel by improving facilities for pedestrians, bicyclists, buses, and light rail, while still accommodating auto travel in the Area.
8. **Truck Access.** Maintain good truck access to businesses within the Area, but discourage truck movement which is only passing through the Area. Also discourage truck movement on residential streets.
9. **Transportation Strategy.** Prepare a transportation strategy to guide funding decisions in accordance with the goals and objectives of this Plan, and to coordinate these decisions with the housing, economic development, and revitalization strategies of this Plan.

REVITALIZATION

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

6. **Revitalization Strategy.** Prepare and implement strategies for the revitalization of key areas within the Area, including light rail station areas, and primary corridors and nodes. These strategies will examine appropriate uses and urban design considerations for redevelopment parcels, and identify public infrastructure and financial assistance necessary to result in redevelopment. The strategies will incorporate the input of affected property owners and neighborhood associations.
7. **Town Centers.** Foster the development of mixed-use projects at appropriate town center locations, as identified in the Metro 2040 Plan. Town centers provide localized services to people within a two- to three-mile radius. One- to three-story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.

URBAN FORM/ URBAN DESIGN/HISTORIC PRESERVATION

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

PARKS & OPEN SPACE

1. **Existing Assets.** Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the Area.

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

COMMUNITY FACILITIES/PUBLIC BUILDINGS/INFRASTRUCTURE

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

IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

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

See Exhibit “D” for the Comprehensive Plan Findings.

V. URBAN RENEWAL AREA

Description

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

Eliot: Eliot is the southernmost of the neighborhoods which comprise the Area. It includes much of the Lower Albina Industrial District (occupying the area between the I-5 freeway and the Willamette River), an older industrial sanctuary bisected by the main line of the Union Pacific Railroad. N. Russell Street between N. Interstate Avenue and I-5 has emerged as an exciting mixed-use area in recent years, with several commercial activities mixed in among older industrial uses. East of the freeway, the portions of the Eliot neighborhood within the Area consist primarily of the southern stretch of the Vancouver/Williams corridor (a north-south corridor featuring a mix of commercial, residential, and light manufacturing uses, along with several vacant sites), and the Russell Street corridor almost to NE Martin Luther King, Jr. Blvd. Small portions of the Eliot Conservation District, and all of the Russell Conservation District, fall within ICURA's boundaries. The Area also includes commercial properties along NE Martin Luther King Jr. Boulevard and surrounding I-5. The 12th Amendment adopted in March 2020 added the North Williams and Russell site to the ICURA Plan boundary.

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

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

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

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

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

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

Kenton: Much of the Kenton neighborhood falls within the Area. Kenton was originally built in the early years of the 20th century as a “company town” for Swift Meat Company, and Kenton still bears much evidence of its historic roots. N. Denver Avenue between

N. Watts and N. Argyle Streets is a vintage streetcar era commercial district, with a rich collection of older buildings. Kenton also includes extensive single family areas east and west of N. Denver Avenue, and between N. Interstate Avenue and the freeway. The entire Kenton Conservation District and Kenton Commercial Historic District are within the Area. The Kenton neighborhood also includes the northern side of Lombard Street (a major east west commercial thoroughfare), Kenton Park; the Kenton Fire House Community Center, a stretch of the Columbia corridor industrial area (which also includes the Portland Meadows race track), and the southern side of Columbia Slough.

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

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

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

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

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

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

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

St. Johns: The St. Johns neighborhood contains a portion of the St. Johns Town Center along N. Lombard Street that falls within the Area. This neighborhood is home to a wide variety of businesses that support the surrounding residential neighborhood. The St.

Johns neighborhood is located in North Portland on the tip of the peninsula formed by the confluence of the Willamette and Columbia Rivers.

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

Interstate Corridor Urban Renewal Area Map



Source: Prosper Portland GIS

Legal Description

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

VI. PROPOSED LAND USES

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

<u>Comprehensive Plan Map Designations</u>	<u>Corresponding Zoning Map Designations</u>
Industrial Sanctuary	IG1, IG2, IH
Central Employment	EX
Mixed Employment	EG1 and EG2
Mixed-Use - Dispersed	CM1, CR
Mixed-Use - Neighborhood	CM1, CM2, CE
Mixed-Use - Civic Corridor	CM1, CM2, CM3, CE
Mixed-Use – Urban Center	CM1, CM2, CM3, CE
Central Commercial	CX
Institutional Campus	CI1, CI2, IR
Single-Dwelling 20,000	R20
Single-Dwelling 10,000	R10
Single-Dwelling 7,000	R7
Single-Dwelling 5,000	R5
Single-Dwelling 2,500	R2.5
Multi-Dwelling - Neighborhood	RM1
Multi-Dwelling - Corridor	RM2
Multi-Dwelling - Urban Center	RM3, RM4
Central Residential	RX
Open Space	OS

VII. URBAN RENEWAL PROJECTS & PROGRAMS

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

Infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

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

Property Redevelopment

Property redevelopment projects, such as those identified below, may be completed by the Commission by this Plan. Tax increment revenue generated by the 13th Amendment and allocated to Prosper Portland will be invested in administration, programs and projects that implement goals and objectives of the N/NE CDI Action Plan, including the Williams & Russell project.

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

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

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

neighborhood.

Downtown St. Johns Brownfield Redevelopment: Mixed-use redevelopment of the brownfield site at 8735 N. Lombard Avenue, currently owned by the Portland Bureau of Environmental Services.

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

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

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

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

(e) Williams/Russell Site This site is designated for the development of a Cultural-Business Hub. The concept as defined in the N/NE CDI is: Foster multigenerational wealth creation by investing in a larger-scale projects that will provide commercial space for small businesses owned by Blacks and other people of color. The project will be a place for businesses to grow and thrive, and will create active, vital sites offering culturally specific products, services, foods and/or entertainment. The project would be owned by Blacks and other people of color and meet specific timing, conditions and criteria:

Project Selection Criteria:

1. Aligns with the goals and objectives of the N/NE CDI Action Plan especially:
 - Fostering multigenerational wealth creation through property ownership.
 - Fostering multigenerational wealth creation through business ownership.
2. Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
3. Demonstrates a commitment to tenanting a majority of the project with local, minority-owned businesses.
4. Provides long-term community benefits for Blacks and other people of color.
5. Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.
6. Demonstrates financial feasibility and commitment from development and financial partners. Portions of this project could also be considered to fit in the Business Development category of projects.

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

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

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

Housing

Through the Portland Housing Bureau, the Commission will support a variety of projects and programs, which will provide new and rehabilitated housing for residents and workers in the Area. The type and funding level for these projects and programs will be based on the 2001 Interstate URA Housing Implementation Strategy (the

“Housing Strategy”) and the Portland Housing Bureau Strategic Framework, as well as other adopted City housing policies where applicable. To implement the housing objectives in this Plan, financial resources will be provided to support the development of new housing and the preservation or replacement of existing housing for extremely low, low and moderate-income households. Due to implementation of the TIF Set-Aside Policy adopted by Council in 2006, at least 30% of all TIF resources generated after adoption of the policy will be allocated for this purpose.

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

- (a) **Homebuyer Program:** Provide financial assistance to those seeking to purchase a home in the Area, either directly or through subsidized construction or permanent loans to project developers;
- (b) **Home Rehabilitation Program:** Provide financial assistance to homeowners in the Area for the purpose of making repairs and improvements to homes and property;
- (c) **Housing Development Program:** Provide technical and/or financial assistance to developers of housing in the Area that furthers the goals and objectives of this Plan;
- (d) **Rental Property Repair:** Provide financial assistance to owners of rental property (including mixed-use projects) in the Area for the purpose of making repairs and improvements to the residential unit and property; and
- (e) **Housing Development:** Land acquisition and transfer for rehabilitation and redevelopment which is consistent with the goals and objectives of this Plan.
- (f) **Housing projects in the 13th Amendment:**
There are three projects to be undertaken in the Area by the Portland Housing Bureau. If there is additional tax increment revenue or if one of these projects does not move forward, then Prosper Portland will provide the Portland Housing Bureau with use of such funds in accordance with ORS 456.125(5) for additional affordable housing units and to support affordable housing in alignment with the North/ Northeast Neighborhood Strategy.
 - 1. Home ownership opportunity 40 to 50 households on the Carey Boulevard property purchased by the Portland Housing Bureau from the Water Bureau. Income restrictions for this project are up to 80% median family income (MFI) for two bedrooms or less or up to 100% MFI for three or more bedrooms. The Portland Housing Bureau will use the

- preference policy established in the North/Northeast Neighborhood Housing Strategy to select home buyers.
2. Strong property development, located at the corner of Williams and Alberta, of either home ownership or multifamily rental. This property was purchased by the Portland Housing Bureau in late summer of 2019. It has the potential of 100-150 units of rental housing. Incomes restrictions for this project are at 60% MFI or less. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy.
 3. Funds set aside for the Williams & Russell project in the event that the decision is made by the Project Working Group to include housing on that site. The same guidelines as the above two projects will apply depending on the type of development that is chosen, homeownership or rental.

Business Development

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

- (a) Financial mechanisms to promote, facilitate, and develop employment opportunities in the Area;
- (b) Business Retention & Expansion Development Program: Provide business and/or financial assistance to firms seeking to improve operations, increase profitability and/or create new jobs in support of the revitalization and employment goals of this Plan, with special emphasis on small businesses and firms which provide family wage jobs;
- (c) Business Recruitment / Area Marketing Program: In conjunction with other redevelopment and business development projects of this Plan, the Commission will promote opportunities within the Area to prospective employers and businesses customers;
- (d) Cluster Industry Development: Engage target industry cluster firms indentified by the Commission and City in strategies to support job retention/creation, entrepreneurship and innovation to further Portland's competitiveness; and
- (e) Neighborhood Economic Development: Focus on growing vibrant commercial areas, promoting healthy businesses, and stimulating job growth, through partnerships between the community, public entities, community-based organizations and the private sector.

Land Acquisition, Improvement and Disposition for Redevelopment Projects

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

Properties currently identified for potential acquisition include:

1. 574 NE Alberta Street, currently owned by Portland Public Schools
2. 7528 N. Fenwick Avenue, currently owned by Portland Public Schools

Relocation

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

Planning and Administration

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

VIII. PROPERTY ACQUISITION POLICIES AND PROCEDURES

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

Property Acquisition From Willing Sellers

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

IX. PROPERTY DISPOSITION POLICIES AND PROCEDURES

Property Disposition

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

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

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

Developer's Obligations

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

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

X. METHODS FOR FINANCING THE PROJECT

General Description of the Proposed Financing Methods

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

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

The total maximum indebtedness which may be incurred to complete the Plan is \$402,000,000.

Self-Liquidation of Costs of Project

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

Prior Indebtedness

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

XI. OTHER PROVISIONS

Non-Discrimination

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

Conformance With City Comprehensive Plan

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

Agreements Between Commission and Property Owners

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

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

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

A. Substantial Amendments

Substantial amendments are solely amendments that:

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

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

B. Council-Approved Amendments

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

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

C. Minor Amendments

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

XIII. DURATION AND VALIDITY OF APPROVED URBAN RENEWAL PLAN

Duration of Urban Renewal Plan

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

Validity

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

XIV. PROJECTS INCLUDING PUBLIC BUILDINGS

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

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

3. Charles Jordan Community Center, 9009 N. Foss Avenue.

The roof over the gymnasium at the Charles Jordan Community Center will be replaced. The existing metal roof assembly will be removed and a new metal roof installed. Additionally, safety anchors and ladder access will be provided. The Charles Jordan Community Center facilities include a basketball court, indoor community center, computer lab, fitness room, gymnasium, meeting room, party room, playground, preschool program, rock climbing wall, stage, public art, weight room, and wireless Internet access. All of these facilities serve and benefit the residents of the Area.

XV. EXHIBITS

- A. Interstate Corridor Urban Renewal Area - Legal Description of Area Boundary
- B. Interstate Corridor Urban Renewal Area - Comprehensive Plan Map
- C. Description of Outreach Efforts for the Interstate Corridor Urban Renewal Area
- E. Comprehensive Plan Findings 2021

EXHIBIT A – LEGAL DESCRIPTION

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

1. Thence westerly 1300 feet, more or less, along said northerly right-of-way line of NE Schuyler Street to its intersection with the westerly right-of-way line of NE 2nd Avenue, at the southeast corner of Block 246 of the Plat of “Holladay’s Addition”, Assessor Map 1N1E 27DD;
2. Thence southerly 160 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 7, Block 245 of the Plat of “Holladay’s Addition”, Assessor Map 1N1E 27DD;
3. Thence westerly 200 feet, more or less, along said south line of Lot 7 and the south line of Lot 2, Block 245 of said Plat to its intersection with the easterly right-of-way line of NE 1st Avenue, Assessor Map 1N1E 27DD;
4. Thence southerly 90 feet more, or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of NE Broadway, Assessor Map 1N1E 27DD;
5. Thence westerly 521 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Williams Avenue, at the southwest corner of Block 2 of the Plat of “Elizabeth Irvings Addition”, Assessor Map 1N1E 27DD;
6. Thence northwesterly 238 feet, more or less, to the intersection of the westerly right-of-way line of N Williams Avenue and the northeasterly right-of-way line of US Highway Interstate 5, at a point on the east line of Lot 5, Block 1 of the Plat of “Elizabeth Irvings Addition No. 2” that is 19.54 feet south of the northeast corner of said Lot 5, Assessor Map 1N1E 27DC;
7. Thence northwesterly 2167 feet, more or less, along said northeasterly right-of-way line of US Highway Interstate 5 to its intersection with the southerly right-of-way line of N Russell Street, at a point that is 5.00 feet easterly of the northwest corner of Lot 18, Block 42 of the Plat of “Albina”, Assessor Map 1N1E 27DB;
8. Thence westerly 265 feet, more or less, along the westerly extension of said southerly right-of-way line to its intersection with the southwestly right-of-way line of US Highway Interstate 5, at the northeast corner of Lot 1, Block 47 of the Plat of “Albina”, Assessor Map 1N1E 27;
9. Thence southeasterly 2279 feet, more or less, along said southwestly right-of-way line to its intersection with the northerly right-of-way line of N Hancock Street, at a point on the south line of Lot 11, Block 38 of the Plat of “Albina” that is 20.00 feet westerly of the southeast corner of line of said Lot 11, Assessor Map 1N1E 27DC;
10. Thence southerly 64 feet, more or less, along a line to the its intersection with the southerly right-of-way line of N Hancock Street and the westerly right-of-way line of N Flint Avenue, Assessor Map 1N1E 27DC;
11. Thence 63 feet, more or less, along a line to its intersection with the easterly right-of-way line of N Flint Avenue and the southwestly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 27DC;
12. Thence southwestly 456 feet, more or less, along said southwestly right-of-way line of US Highway Interstate 5 to its intersection with the northerly right-of-way line of N Broadway and the easterly right-of-way line of N Flint Avenue, Assessor Map 1N1E 27DC;
13. Thence westerly 119 feet, more or less, along said northerly right-of-way line of N Broadway to its intersection with the northeasterly right-of-way line of N Wheeler Avenue,

- Assessor Map 1N1E 27DC;
14. Thence southerly 112 feet, more or less, to the intersection of the southwesterly right-of-way line of N Wheeler Avenue and the northwesterly right-of-way line of N Broadway, at a point on the northeasterly line of Lot 6, Block 17 of the Plat of “Elizabeth Irvings Addition” that is 20 feet northwesterly of the most easterly corner of said Lot 6, Assessor Map 1N1E 27DC;
 15. Thence northwesterly 340 feet, more or less, along said southwesterly right-of-way line of N Wheeler Avenue to its intersection with the northwesterly right-of-way line of N Dixon Street, at the most easterly corner of Lot 9, Block 3 of the Plat of “Delmer Shaver’s 2nd Addition”, Assessor Map 1N1E 27DC;
 16. Thence southwesterly 1257 feet, more or less, along the northwesterly right-of-way line of N Dixon Avenue and the southwesterly extension thereof to its intersection with the mean high water line of the east bank of the Willamette River, Assessor Map 1N1E 27CD;
 17. Thence northwesterly 3305 feet, more or less, along said mean high water line of the east bank of the Willamette River to its intersection with the northwesterly line of Tax Lot 2700, Assessor Map 1N1E 27CB;
 18. Thence northeasterly 258 feet, more or less, along said northwesterly line of said Tax Lot 2700 to its intersection with the southwesterly right-of-way line of N River Street, Assessor Map 1N1E 27CB;
 19. Thence northwesterly 25 feet, more or less, along said southwesterly right-of-way line to its intersection with the southwesterly extension of the centerline of N Essex Avenue, Assessor Map 1N1E 27CB;
 20. Thence northeasterly 298 feet, more or less, along said centerline of N Essex Avenue and the southwesterly extension thereof and the northeasterly extension thereof to its intersection with the northerly right-of-way line of N Russell Street, also being the southerly line of Parcel 2 of Partition Plat Number 1992-164, Assessor Map 1N1E 27BC;
 21. Thence easterly 504 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of N Brendle Avenue, at the most southerly southeast corner of said Parcel 2, Assessor Map 1N1E 27BC;
 22. Thence northerly 330 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Knott Street, Assessor Map 1N1E 27BC;
 23. Thence easterly 615 feet, more or less, along said northerly right-of-way line and the easterly extension thereof, to its intersection with the centerline of N Interstate Avenue, Assessor Map 1N1E 27BC;
 24. Thence northerly 347 feet, more or less, along said centerline to its intersection with the centerline of N Graham Street, Assessor Map 1N1E 27BD;
 25. Thence easterly 337 feet, more or less, along said centerline to its intersection with the centerline of N Mississippi Avenue, Assessor Map 1N1E 27BD;
 26. Thence northerly 295 feet, more or less, along said centerline to its intersection with the westerly extension of the southerly right-of-way line of N Stanton Street, Assessor Map 1N1E 27BD;
 27. Thence easterly 442 feet, more or less, along said southerly right-of-way line of N Stanton Street and the westerly extension thereof to a point 10 feet westerly of the northeast corner of Lot 1, Block 11 of the Plat of “Proebstels Addition”, Assessor Map 1N1E 27BD;
 28. Thence northwesterly 108 feet, more or less, to the southwest corner of Lot 6, Block 12 of the Plat of “Proebstels Addition”, Assessor Map 1N1E 27BD;
 29. Thence northerly 285 feet, more or less, along the west line of said Block 12 to the northwest corner of Lot 1, Block 12 of said Plat on the southerly right-of-way line of N Morris Street, Assessor Map 1N1E 27BD;
 30. Thence easterly 319 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the west line of Lot 8, Block 13 (now vacated) of the Plat of “Riverview Addition” and the southeasterly right-of-way line of Pacific

- Highway Stadium Freeway – Fremont Interchange, Assessor Map 1N1E 27DB;
31. Thence northeasterly 368 feet, more or less, along said southeasterly right-of-way line to a point on the north line of Lot 2, Block 13 of the Plat of “Riverview Addition”, being 5.00 feet easterly of the northwest corner of said Lot 2, Assessor Map 1N1E 27BA;
 32. Thence easterly 117 feet, more or less, along the north line of Block 13 of said Plat, and the easterly extension thereof, to its intersection with the centerline of N Kerby Avenue, Assessor Map 1N1E 27AC;
 33. Thence southerly 1598 feet, more or less, along said centerline to its intersection with the westerly extension of the northerly right-of-way line of N Russell Street, Assessor Map 1N1E 27AC;
 34. Thence easterly 1216 feet, more or less, along said northerly right-of-way line and the westerly extension thereof and the easterly extension thereof to its intersection with the easterly right-of-way line of N Williams Avenue, Assessor Map 1N1E 27AC;
 35. Thence northerly 941 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the centerline of N Stanton Street (30.00 feet north of Block 2 of the Plat of “Railroad Shops Addition”, Assessor Map 1N1E 27AC;
 36. Thence westerly 403 feet, more or less, along said centerline and the easterly extension thereof to its intersection with the centerline of N Vancouver Avenue, Assessor Map 1N1E 27AC;
 37. Thence northerly 608 feet, more or less, along said centerline to its intersection with the centerline of N Monroe Street, Assessor Map 1N1E 27AB;
 38. Thence westerly 378 feet, more or less, along said centerline (vacated by City of Portland Ordinance No. 146553) to its intersection with the east line of the Plat of “Riverview Addition”, Assessor Map 1N1E 27AB;
 39. Thence northerly 459 feet, more or less, along said east line of said Plat to its intersection with the southerly right-of-way line of N Cook Street and the easterly right-of-way line of Pacific Highway Stadium Freeway – Fremont Interchange, Assessor Map 1N1E 27AB;
 40. Thence northerly 158 feet, more or less, continuing along said east line of said Plat and said easterly right-of-way line of Pacific Highway Stadium Freeway – Fremont Interchange to its intersection with a line parallel to and 28.00 feet northeasterly of the southbound centerline of said Pacific Highway per ODOT Highway Drawing Number 8B-14-18, Assessor Map 1N1E 27AB;
 41. Thence northwesterly 78 feet, more or less, along said line parallel to and 28.00 feet northeasterly of the said southbound centerline to its intersection with the northwesterly line of Tax Lot 4600, Assessor Map 1N1E 27AB;
 42. Thence northeasterly 9 feet, more or less, along said northwesterly line of Tax Lot 4600 to its intersection with a line parallel to and 36.00 feet northerly of the southbound centerline of the Pacific Highway Stadium Freeway – Fremont Interchange, Assessor Map 1N1E 27AB;
 43. Thence westerly 181 feet, more or less, along said line parallel to and 36.00 feet northerly of said southbound centerline to its intersection with the east line of Lot 9, Block 1 of the Plat of “Riverview Addition”, Assessor Map 1N1E 27AB;
 44. Thence southerly 12 feet, more or less, along said east line to its intersection with the south line of said Block 1, Assessor Map 1N1E 27AB;
 45. Thence westerly 81 feet, more or less, along said south line to its intersection with the easterly right-of-way line of N Commercial Avenue, Assessor Map 1N1E 27AB;
 46. Thence southwesterly 213 feet, more or less, to the intersection of the northwesterly right-of-way line of Pacific Highway Stadium Freeway – Fremont Interchange and the east line of Lot 4, Block 7 of the Plat of “Riverview Addition”, at a point 41.00 feet northerly of the southeast corner of said Lot 4, Assessor Map 1N1E 27AB;
 47. Thence southwesterly 98 feet, more or less, along said northwesterly right-of-way line to

- the northeast corner of Lot 9, Block 7 of said Plat, Assessor Map 1N1E 27AB;
48. Thence southwesterly 135 feet, more or less, continuing along said northwesterly right-of-way line to its intersection with the easterly right-of-way line of N Kerby Avenue, Assessor Map 1N1E 27BA;
 49. Thence southwesterly 81 feet, more or less, continuing along said northwesterly right-of-way line to its intersection with the southerly right-of-way line of N Fargo Street and the southerly extension of the east line of Block 6 of the Plat of “Riverview Addition”, Assessor Map 1N1E 27BA;
 50. Thence westerly 201 feet, more or less, along said southerly right-of-way line to the northeast corner of Lot 6, Block 11 of the Plat of “Riverview Addition” and the northwesterly right-of-way line of Pacific Highway Stadium Freeway Fremont Interchange, Assessor Map 1N1E 27BA;
 51. Thence southwesterly 80 feet, more or less, along the southeasterly line of Tax Lot 6800, Assessor Map 1N1E 27BA, to a point that is approximately 14 feet northeasterly of the southwesterly corner of said Tax Lot 6800, Assessor Map 1N1E 27BA;
 52. Thence southerly 80 feet, more or less, along a line parallel to and approximately 12.4 feet easterly of the easterly right-of-way line of N Borthwick Avenue, Assessor Map 1N1E 27BA;
 53. Thence westerly 79 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of 180°00’00”, Length of 78.53 feet, and a Chord of North 89°05’27” West 49.99 feet, to a point on a line parallel to and 12.47 feet easterly of the east line of Lot 1, Block 12 of the Plat of “Riverview Addition” and the southerly extension thereof, Assessor Map 1N1E 27BA;
 54. Thence northerly 4 feet, more or less, to the centerline of the vacated alley of Block 12 of the Plat of “Riverview Addition” and the easterly extension thereof (vacated by City of Portland Ordinance No. 132820), that is approximately 12.5 feet westerly of the centerline intersection of said alley and N Borthwick Avenue, Assessor Map 1N1E 27BA;
 55. Thence westerly 94 feet, more or less, along said alley centerline to its intersection with the northerly extension of the east line of Lot 12, Block 12 of the Plat of “Riverview Addition”, Assessor Map 1N1E 27BA;
 56. Thence southerly 8 feet, more or less, along said northerly extension of said east line to its intersection with the north line of Lot 13, Block 12 of said Plat, Assessor Map 1N1E 27BA;
 57. Thence easterly 40 feet, more or less, along said north line of Lot 13 to its intersection with northwesterly right-of-way line of Pacific Highway Stadium Freeway Fremont Interchange, at the northeast corner of said Lot 13, Assessor Map 1N1E 27BA;
 58. Thence southwesterly 162 feet, more or less, along said northwesterly right-of-way line to its intersection with the northerly right-of-way line of N Monroe Street and the south line of Block 12 of the Plat of “Riverview Addition”, at the southeast corner of Lot 10, Block 12 of said Plat, Assessor Map 1N1E 27BA;
 59. Thence westerly 121 feet, more or less, along said south line of Block 12 to its intersection with the easterly right-of-way line of N Albina Avenue, Assessor Map 1N1E 27BA;
 60. Thence southerly 18 feet, more or less, along said easterly right-of-way line to a point, Assessor Map 1N1E 27BA;
 61. Thence southwesterly 40 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of 92°32’07”, Length of 40.38 feet, and a Chord of South 47°31’58” West 36.10 feet, to a point on the southerly right-of-way line of N Monroe Street and the easterly extension thereof, Assessor Map 1N1E 27BA;
 62. Thence westerly 283 feet, more or less, along said southerly right-of-way line and the easterly extension thereof and the westerly extension thereof to its intersection with the centerline of N Mississippi Avenue, Assessor Map 1N1E 27BA;
 63. Thence northwesterly 42 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of 95°52’38”, Length of 41.83 feet, and a Chord of North 40°26’18” West 37.12 feet, to a point on a line parallel to and 5.00 feet easterly of the westerly right-of-way

- line of N Mississippi Avenue, Assessor Map 1N1E 27BA;
64. Thence northerly 23 feet, more or less, along said line parallel to and 5.00 feet easterly of said westerly right-of-way line to its intersection with the easterly extension of the southerly line of Lot 8, Block 15 of the Plat of “Cook’s Addition”, Assessor Map 1N1E 27BA;
 65. Thence westerly 97 feet, more or less, along said south line and the easterly extension thereof to its intersection with the east line of Lot 9, Block 15 of said Plat, Assessor Map 1N1E 27BA;
 66. Thence northerly 100 feet, more or less, along said east line to its intersection with the north line of said Lot 9, Assessor Map 1N1E 27BA;
 67. Thence westerly 15 feet, more or less, along said north line to its intersection with the east line of Lot 5, Block 15 of said Plat, Assessor Map 1N1E 27BA;
 68. Thence northwesterly 99 feet, more or less, to the intersection of the north line of said Lot 5 and the southeasterly right-of-way line of N Cook Street, Assessor Map 1N1E 27BA;
 69. Thence northerly 93 feet, more or less, to the intersection of the westerly right-of-way line of N Michigan Avenue and the south line of Lot 8, Block 11 of the Plat of “Cook’s Addition”, Assessor Map 1N1E 27BA;
 70. Thence northwesterly 168 feet, more or less, to the intersection of the west line of Lot 4, Block 11 of said Plat and the east line of a 15.00 feet wide Alley, at a point that is 35 feet northerly of the southwest corner of said Lot 4, Assessor Map 1N1E 27BA;
 71. Thence northerly 15 feet, more or less, along the west line of said Lot 4 to the southwest corner of Lot 1, Block 11 of said Plat, Assessor Map 1N1E 27BA;
 72. Thence northwesterly 16 feet, more or less, to a point on the east line of Lot 2, Block 11 of said Plat, that is 6.00 feet northerly of the southeast corner of said Lot 2, Assessor Map 1N1E 27BB;
 73. Thence northwesterly 55 feet, more or less, to the intersection of the southerly right-of-way line of N Revere Street and the north line of Lot 2, Block 11 of said Plat, at a point that is 33.00 feet westerly of the northeast corner of said Lot 2, Assessor Map 1N1E 27BB;
 74. Thence northwesterly 57 feet, more or less, to the intersection of the northerly right-of-way line of N Revere Street and the south line of Lot 12, Block 3 of the Plat of “Cook’s Addition”, at a point that is 10 feet westerly of the southeast corner of said Lot 12, Assessor Map 1N1E 27BB;
 75. Thence northwesterly 76 feet, more or less, to the intersection of the west line of said Lot 12 and the easterly right-of-way line of N Missouri Avenue, at a point that is 35 feet southerly of the northwest corner of said Lot 12, Assessor Map 1N1E 27BB;
 76. Thence northerly 235 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Fremont Street, Assessor Map 1N1E 27BB;
 77. Thence northwesterly 7 feet, more or less, to the midpoint of the southeasterly curb return at the intersection N Fremont Street and N Missouri Avenue, Assessor Map 1N1E 27BB;
 78. Thence southerly and northerly 502 feet, more or less, along the easterly, southerly, and westerly curb lines of N Missouri Avenue to the intersection of the westerly and southerly curb lines of N Fremont Street and N Missouri Avenue, Assessor Map 1N1E 27BB;
 79. Thence westerly and easterly 198 feet, more or less, along the southerly, westerly, and northerly curb lines of N Fremont Street to the midpoint of the northwesterly curb return at the intersection of N Fremont Street and N Missouri Avenue, Assessor Map 1N1E 27BB;
 80. Thence northwesterly 8 feet, more or less, to the intersection of the westerly right-of-way line of N Missouri Avenue and the northerly right-of-way line of N Fremont Street, Assessor Map 1N1E 27BB;
 81. Thence westerly 55 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 27BB;
 82. Thence northerly 235 feet, more or less, along the said easterly right-of-way line to its intersection with the south line of Lot 13, Block 33 of the Plat of “Multnomah”, Assessor Map 1N1E 22CC;
 83. Thence westerly 10 feet, more or less, along said south line to its intersection with the west

- line of the east half of Block 33 of said Plat, Assessor Map 1N1E 22CC;
84. Thence northerly 404 feet, more or less, along said west line of the east half of said Block 33 and the northerly extension thereof to its intersection with the southerly curb line of N Beech street, Assessor Map 1N1E 22CC;
 85. Thence westerly 7 feet, more or less, along said southerly curb line to a point, Assessor Map 1N1E 22CC;
 86. Thence northerly 79 feet, more or less, along a curve to the right with a Radius of 25.00 feet, Delta of 180°00'00", Length of 78.54 feet, and a Chord of North 01°51'20" East 50.00 feet, to a point on the northerly curb line of N Beech Street that is 7 feet, more or less, westerly of the intersection of said northerly curb line and the southerly extension of the west line of the east half of Block 28 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;
 87. Thence easterly 7 feet, more or less, along said northerly curb line to its intersection with the southerly extension of the west line of the east half of Block 28 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;
 88. Thence northerly 355 feet, more or less, along said west line of the east half of said Block 28 to its intersection with the southerly right-of-way line of N Failing Street, Assessor Map 1N1E 22CC;
 89. Thence westerly 28 feet, more or less, along the westerly extension of the southerly right-of-way line of N Failing Street to a point on the east side of the easterly pedestrian ramp of the pedestrian bridge over US Highway Interstate 5, Assessor Map 1N1E 22CC;
 90. Thence westerly 686 feet, more or less, along the east side of the easterly ramp of said pedestrian bridge to the southeasterly corner of said ramp, then westerly along the south line of said easterly ramp to the southwest corner of said ramp, then northerly along said west side of said ramp to the southerly line of said pedestrian bridge, then westerly along said southerly line of said bridge to the east line of the westerly ramp of said pedestrian bridge, then southerly along said east line of said westerly ramp to the southeasterly corner of said westerly ramp, then westerly along said southerly line of said ramp to the southwest corner of said ramp, then northerly along said west side to its intersection with the easterly extension of the southerly right-of-way line of N Failing Street, Assessor Map 1N1E 22CC;
 91. Thence westerly 64 feet, more or less, along said easterly extension to its intersection with the west line of the east half of Block 29 of the Plat of "Multnomah", Assessor Map 1N1E 22CC;
 92. Thence southerly 1455 feet, more or less, along said west line of the east half of Block 29 of said Plat and the southerly extension thereof, along the west line of the east half of Block 32 of said Plat, and along the west line of the east half of Block 5 of the Plat of "Cook's Addition", to its intersection with the north line of Lot 1, Block 9 of the Plat of "Cook's Addition", at the northwest corner of said Lot 1, Assessor Map 1N1E 27BB;
 93. Thence easterly 30 feet, more or less, along said north line to its intersection with the westerly right-of-way line of US Highway Interstate 5 at a point that is 30 feet easterly of the northwest corner of said Lot 1, Assessor Map 1N1E 27BB;
 94. Thence southeasterly 213 feet, more or less, along said westerly right-of-way line to its intersection with the east line of Lot 8, Block 9 of said Plat and the westerly right-of-way line of N Minnesota Avenue (now vacated), at a point that is 36.01 feet northerly of the southeast corner of said Lot 8, Assessor Map 1N1E 27BB;
 95. Thence southerly 92 feet, more or less, along said east line of Lot 8 to its intersection with the northerly right-of-way line of N Interstate Avenue, Assessor Map 1N1E 27BB;
 96. Thence southeasterly 127 feet, more or less, to the intersection of the westerly right-of-way line of US Highway Interstate 5 and the east line of Lot 10, Block 16 of the Plat of "Cook's Addition", Assessor Map 1N1E 27BB;
 97. Thence southeasterly 534 feet, more or less, continuing along said westerly right-of-way line and the southeasterly extension thereof to the northwest corner of the Plat of "Proebstels Addition Replat", Assessor Map 1N1E 27BB;

98. Thence northwesterly 118 feet, more or less, to the intersection of the southerly line of Block 16 of the Plat of “Cook’s Addition” and the northerly line of County Road Number 932, at the southwesterly corner of Lot 21, Block 16 of said Plat, Assessor Map 1N1E 27BB;
99. Thence northwesterly 1374 feet, more or less, along said southerly line of Block 16 and the northerly line of County Road Number 932 to its intersection with the west line of the Northwest One-Quarter of Section 27, Township 1 North, Range 1 East, Willamette Meridian, Assessor Map 1N1E 28A;
100. Thence northerly 146 feet, more or less, along said west line of the Northwest One-Quarter of Section 27 to the southeast corner of Tax Lot 100 Assessor Map 1N1E 28A;
101. Thence northwesterly 1041 feet, more or less, along the southwesterly line of said Tax Lot 100, the southwesterly line of Tax Lot 600 Assessor Map 1N1E 21DD, and the southwesterly line of Tax Lot 5701 Assessor Map 1N1E 21DD to the most westerly corner of said Tax Lot 5701, Assessor Map 1N1E 21DD;
102. Thence northeasterly 13 feet, more or less, along the northwesterly line of said Tax Lot 5701 to its intersection with the southwesterly line of the Plat of “Overlook”, Assessor Map 1N1E 21DD;
103. Thence southeasterly 169 feet, more or less, along the southerly lines of Tax Lots 6100, 6200, and 6300 Assessor Map 1N1E 21DD to the southeasterly corner of said Tax Lot 6300, Assessor Map 1N1E 21DD;
104. Thence northeasterly 115 feet, more or less, along the easterly line of said Tax Lot 6300 and its northeasterly extension thereof to its intersection with the centerline of N Melrose Drive, Assessor Map 1N1E 21DD;
105. Thence easterly and northeasterly 270 feet, more or less, along said centerline to its intersection with the centerline of N Overlook Boulevard; Assessor Map 1N1E 21DD;
106. Thence easterly 454 feet, more or less, along said centerline to its intersection with the southerly extension of the north-south division line of Block 24 of the Plat of “Overlook”, Assessor Map 1N1E 22CC;
107. Thence northerly 1561 feet, more or less, along said southerly extension of the north-south division line of Block 24 of said Plat and the northerly extension thereof, along the north-south division lines of Block 15, Block 14 and Block 1 of said Plat, to its intersection with the westerly right-of-way line of N Interstate Avenue, Assessor Map 1N1E 22CB;
108. Thence northwesterly 3 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 11, Block 1 of the Plat of “Overlook”, Assessor Map 1N1E 22CB;
109. Thence westerly 128 feet, more or less, along said north line of Lot 11 and the westerly extension thereof to its intersection with the centerline of N Massachusetts Avenue, Assessor Map 1N1E 21DA;
110. Thence northerly 50 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 5, Block 2 of the Plat of “Overlook”, Assessor Map 1N1E 21DA;
111. Thence westerly 130 feet, more or less, along said easterly extension of and the north line of said Lot 5 to its intersection with the north-south division line of Block 2 of said Plat, Assessor Map 1N1E 21DA;
112. Thence northerly 230 feet, more or less, along said north-south division line and the northerly extension thereof to its intersection with the centerline of N Skidmore Street, Assessor Map 1N1E 21DA;
113. Thence westerly 87 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 23, Block 2 of the Plat of “Hardimans Addition”; Assessor Map 1N1E 21DA;
114. Thence northerly 277 feet, more or less, along said southerly extension of and the west line of said Lot 23 and the northerly extension thereof, along the west line of Lot 2, Block 2 of said Plat, to its intersection with the centerline of N Prescott Street, Assessor Map 1N1E 21AD;

115. Thence westerly 1203 feet, more or less, along said centerline to its intersection with the southerly extension of the east line of Lot 12, Block 4 of the Plat of “Blandena Heights”, Assessor Map 1N1E 21AC;
116. Thence northerly 132 feet, more or less, along said southerly extension and the east line of said Lot 12 to its intersection with the southerly right-of-way line of N Going Street, Assessor Map 1N1E 21AC;
117. Thence westerly 810 feet, more or less, along said southerly right-of-way line to its intersection with the northerly extension of the west line of Lot 3, Block 9 of the Plat of “Gay Tract”, Assessor Map 1N1E 21AC;
118. Thence southerly 143 feet, more or less, along the said northerly extension of and the west line of said Lot 3 to its intersection with the northerly right-of-way line of N Prescott Street, Assessor Map 1N1E 21DB;
119. Thence westerly 71 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of the Plat of “Griswold Tract”, Assessor Map 1N1E 21DB;
120. Thence southerly 281 feet, more or less, along said northerly extension of and the west line of said Plat to the northwest corner of Lot 12, Block A of the Plat of “Overlook”, Assessor Map 1N1E 21ADB;
121. Thence southeasterly 23 feet, more or less, along the southwesterly line of said Lot 12 to its intersection with the north line of the James Thompson Donation Land Claim No. 42, Assessor Map 1N1E 21DB;
122. Thence westerly 1356 feet, more or less, along said north line of the Thompson Donation Land Claim and the north line of Parcel 2 of Partition Plat Number 1992-164 to the northwest corner of said Parcel 2, Assessor Map 1N1E 21CA;
123. Thence southerly 947 feet, more or less, along the west line of said Parcel 2 to its intersection with the northeasterly extension of the southerly line of Parcel 1 of Partition Plat Number 2003-38, Assessor Map 1N1E 21C;
124. Thence southwesterly 189 feet, more or less, along said northeasterly extension of and the southerly line of said Parcel 1 to its intersection with the ordinary high-water line on the east bank of the Willamette River, Assessor Map 1N1E 21C;
125. Thence northwesterly 4478 feet, more or less, along said ordinary high-water line to its intersection with the southeasterly line of Tax Lot 1100, Assessor Map 1N1E 20A;
126. Thence northeasterly 577 feet, more or less, along the southeasterly line of said Tax Lot 1100 and the northeasterly extension thereof to its intersection with the northeasterly right-of-way line of N Channel Avenue, Assessor Map 1N1E 20AB;
127. Thence northwesterly 802 feet, more or less, along said northeasterly right-of-way line to its intersection with the easterly right-of-way line of N Commerce Street, Assessor Map 1N1E 20AB;
128. Thence northeasterly 570 feet, more or less, along said easterly right-of-way line to its intersection with the southwesterly right-of-way line of N Lagoon Avenue, Assessor Map 1N1E 20AB;
129. Thence southeasterly 27 feet, more or less, along said southwesterly right-of-way line to its intersection with the southwesterly extension of the southeasterly line of Parcel 2 of Partition Plat Number 2004-008, Assessor Map 1N1E 20AB;
130. Thence northeasterly 242 feet, more or less, along said southeasterly line of said Parcel 2 and the southwesterly extension thereof and the northeasterly extension thereof to its intersection with the ordinary high-water line of the Swan Island Basin, Assessor Map 1N1E 20A;
131. Thence southeasterly 580 feet, more or less, along said ordinary high-water line to the northerly southerly angle point of Parcel 2 of Partition Plat Number 1995-139, Assessor Map 1N1E 20A;
132. Thence northeasterly 782 feet, more or less, continuing along said ordinary high-water line to the most northerly northwest corner of Parcel 2 of Partition Plat Number 2006-193,

- Assessor Map 1N1E 20A;
133. Thence easterly 235 feet, more or less, along the most northerly line of said Parcel 2 and the easterly extension thereof to its intersection of the easterly right-of-way line of N Basin Avenue, Assessor Map 1N1E 20A;
 134. Thence northwesterly 55 feet, more or less, along said easterly right-of-way line to its intersection with the south line of Tax Lot 1700, Assessor Map 1N1E 17D;
 135. Thence easterly 800 feet, more or less, along said south line to its intersection with the west line of Tax Lot 1900, Assessor Map 1N1E 16CC;
 136. Thence northerly 312 feet, more or less, along the west line of said Tax Lot 1900 to its intersection with the northwesterly line of Tax Lot 1600, Assessor Map 1N1E 16CC;
 137. Thence northeasterly 150 feet, more or less, along said northwesterly line and the northeasterly extension thereof to its intersection with the southwesterly right-of-way line of the Union Pacific Railroad (OWR & N. CO), Assessor Map 1N1E 16CC;
 138. Thence southeasterly 665 feet, more or less, along said southwesterly right-of-way line to its intersection with the north line of Section 21, Township 1 North, Range 1 East, Assessor Map 1N1E 21BB;
 139. Thence easterly 79 feet, more or less, along said north line of Section 21 to its intersection with the northeasterly right-of-way line of the Union Pacific Railroad, Assessor Map 1N1E21BB;
 140. Thence southeasterly 1145 feet, more or less, along said northeasterly right-of-way line to its intersection with the north line of Lot 4 of the Plat of “Madrona Bluff”, Assessor Map 1N1E 21BA;
 141. Thence northeasterly 749 feet, more or less, along the northerly lines of said Lot 4 and the easterly extension thereof to its intersection with the centerline of N Greely Avenue, Assessor Map 1N1E 21BA;
 142. Thence southeasterly 184 feet, more or less, along said centerline to its intersection with the centerline of N Sumner Street, Assessor Map 1N1E 21BA;
 143. Thence easterly 570 feet, more or less, along said centerline to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 21BA;
 144. Thence southerly 1451 feet, more or less, along said centerline and the southerly extension thereof to its intersection with the westerly extension of the east-west division line of Block 7 of the Plat of “Gay Tract”, also being the northwest corner of City of Portland Vacation Ordinance Number 59643 for that portion of N Delaware Avenue, Assessor Map 1N1E 21AC;
 145. Thence easterly 429 feet, more or less, along said east-west division line of Block 7 to its intersection with the east line of Lot 17, Block 7 of said Plat, Assessor Map 1N1E 21AC;
 146. Thence southerly 66 feet, more or less, along said east line to its intersection with the northerly right-of-way line of N Going Street, Assessor Map 1N1E 21AC;
 147. Thence easterly 1358 feet, more or less, along said northerly right-of-way line to its intersection with a line parallel to and 10 feet easterly of the east line of Block 2 of the Plat of “Blandena Heights”, also being the west line of City of Portland Vacation Ordinance Number 115764 for that portion of N Denver Avenue, Assessor Map 1N1E 21AC;
 148. Thence northerly 180 feet, more or less, along said line parallel to and 10 feet easterly of the east line of said Block 2 to its intersection with the southerly right-of-way line of N Blandena Street, Assessor Map 1N1E 21AC;
 149. Thence easterly 19 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the centerline of N Denver Avenue, Assessor Map 1N1E 21AC;
 150. Thence northerly 587 feet, more or less, along said southerly extension of and said centerline to its intersection with the centerline of N Humbolt Street, Assessor Map 1N1E 21AD;
 151. Thence easterly 662 feet, more or less, along said centerline to its intersection with the centerline of N Concord Avenue, Assessor Map 1N1E 21AD;

152. Thence southerly 420 feet, more or less, along said centerline to its intersection with the south line of the Plat of “Riverside Addition”, Assessor Map 1N1E 21AD;
153. Thence easterly 433 feet, more or less, along said south line to its intersection with the east line of Lot 8, Block 9 of said Plat, Assessor Map 1N1E 21AD;
154. Thence northerly 158 feet, more or less, along said east line and the northerly extension thereof to its intersection with the centerline of N Wygant Street, Assessor Map 1N1E 21AD;
155. Thence easterly 100 feet, more or less, along said centerline to its intersection with the southerly extension of the east line of Lot 15, Block 10 of the Plat of “Riverside Addition”, Assessor Map 1N1E 21AD;
156. Thence northerly 1040 feet, more or less, along said east line of Lot 15 and the southerly extension thereof and the northerly extension thereof, along the east lines of Lot 10, Block 10, Lots 10 and 15 of Block 11, Lots 10 and 15 of Block 12, Lots 10 and 15 of Block 13 of the Plat of “Riverside Addition”, to its intersection with the centerline of N Sumner Street, Assessor Map 1N1E 21AA;
157. Thence westerly 100 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 16, Block 14 of said Plat, Assessor Map 1N1E 21AA;
158. Thence northerly 130 feet, more or less, along said southerly extension of and the west line of said Lot 16 to its intersection with the east-west division line of Block 14 of the Plat of “Riverside Addition”; Assessor Map 1N1E 21AA;
159. Thence easterly 100 feet, more or less, along said east-west division line to its intersection with the east line of Lot 10, Block 14 of said Plat, Assessor Map 1N1E 21AA;
160. Thence northerly 520 feet, more or less, along said east line of said Lot 10 and the northerly extension thereof, along the east line of Lots 10 and 15 of Block 15, and Lot 15, Block 16 of said Plat, to its intersection with the east-west division line of Block 16 of the Plat of “Riverside Addition”, Assessor Map 1N1E 21AA;
161. Thence easterly 3443 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Blocks 1 and 6 of the Plat of “Riverside Addition” and the east-west division line of Blocks 1 and 2 of the Plat of “Madrona Hill”, to its intersection with the west line of Lot 15, Block 2 of the Plat of “Madrona Hill”, Assessor Map 1N1E 21BA;
162. Thence northerly 95 feet, more or less, along said west line to its intersection with the southerly right-of-way line of N Killingsworth Street, Assessor Map 1N1E 21BA;
163. Thence northeasterly 62 feet, more or less, to the southeast corner of Lot 13, Block 13 of the Plat of “Willamette”, on the northerly right-of-way line of N Killingsworth Street”, Assessor Map 1N1E 16CD;
164. Thence northerly 1427 feet, more or less, along the north-south division line of Block 13 and the northerly extension thereof, along the north-south division line of Blocks 14 and Block 15 of said Plat, to its intersection with the north line of Lot 11, Block 15 of the Plat of “Willamette”, Assessor Map 1N1E 16CA;
165. Thence easterly 260 feet, more or less, along said north line and the easterly extension thereof, along the north line of Lot 14, Block 10 of said Plat, to its intersection with the north-south division line of Block 10 of said Plat, Assessor Map 1N1E 16CA;
166. Thence southerly 1266 feet, more or less, along said north-south division line and the southerly extension thereof, along the north-south division line of Blocks 11 and 12 of said Plat, to its intersection with south line of Lot 9, Block 12 of said Plat, Assessor Map 1N1E 16CD;
167. Thence easterly 654 feet, more or less, along said south line and the easterly extension thereof, along the south line of Lots 9 and 16 of Block 5, the south line of Lots 9 and 16 of Block 4, to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16CD;
168. Thence southerly 50 feet, more or less, along said centerline to the intersection of the westerly extension of the south line of Lot 3, Block 1 of the Plat of “Gay’s Addition”, Assessor Map 1N1E 16DC;

169. Thence easterly 2462 feet, more or less, along said westerly extension of and the south line of said Lot 3 and the easterly extension thereof, along the south line of Lot 15, Block 1 of said Plat, the south line of Lots 3 and 15 of Block 3 of said Plat, the south line of Lots 3 and 15 of Block 5 of said Plat; the south line of Lot 3, Block 1, the south line of Lots 3 and 15 of Block 2, the south line of Lot 3, Block 3 of the Plat of “Park Addition to Albina”; the south line of Lot 10, Block 6 and the east-west division line of Block 5 of the Plat of “Nut-Grove”; the east-west division line of Block 8 and the east-west division line of Block 1 of the Plat of “Havelock”; to its intersection with east line of Lot 4, Block 1 of the Plat of “Havelock”, Assessor Map 1N1E 16DD;
170. Thence northerly 1058 feet, more or less, along said east line and the northerly extension thereof, along the east line of Lots 4 and 21 of Block 2, the east line of Lots 4 and 21 of Block 3, the east line of Lot 3 of Block 4 of said Plat, the east line of Lot 5, Block 4 of the Plat of “Minrose”, and the east line of Lot 19, Block 1 of the Plat of “Minrose”, to its intersection with the north line of Lot 20, Block 1 of said Plat, Assessor Map 1N1E 16DD;
171. Thence easterly 33 feet, more or less, along said north line to its intersection with the east line of Lot 3, Block 1 of said Plat, Assessor Map 1N1E 16DD;
172. Thence northerly 1301 feet, more or less, along said east line of said Lot 3 and the northerly extension thereof, along the east line of Lot 6, Block 1 of the Plat of “Interstate Addition”, the east line of Lot 5, Block 10 of the Plat of “Granville”, the east line of Lot 4, Block 11 of the Plat of “Granville”, the east line of Lot 3, Block 6 of the Plat of “Rosalind Addition”, the east line of Lots 3 and 14 of Block 3, and the east line of Lot 14, Block 2 of the Plat of “Rosalind Addition”, to its intersection with the east-west division line of Block 2 of the Plat of “Rosalind Addition”, Assessor Map 1N1E 16DA;
173. Thence westerly 1067 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Block 1 of the Plat of “Rosalind Addition”, the north line of Block 1 of the Plat of “Granville”, the north line of Lot 2, Block 7 of the Plat of “Granville” to its intersection with the east line of Lot 9, Block 12 of the Plat of “Park Addition to Albina”, Assessor Map 1N1E 16DA;
174. Thence northerly 8 feet, more or less, along said east line to its intersection with the north line of said Lot 9, Assessor Map 1N1E 16DA;
175. Thence westerly 1007 feet, more or less, along said north line of said Lot 9 and the westerly extension thereof, along the north line of Lots 9 and 20 of Block 11 and the north line of Lot 9, Block 10 of the Plat of “Park Addition”, the north line of Lots 10 and 15 of Block 4 and Lot 15, Block 5 of the Plat of “Albion Addition”, to the northwest corner of Lot 15, Block 5 of the Plat of “Albion Addition”, Assessor Map 1N1E 16DB;
176. Thence southerly 25 feet, more or less, along the west line of said Lot 15 to its intersection with the north line of the south one-half of Lot 10, Block 5 of said Plat, Assessor Map 1N1E 16DB;
177. Thence westerly 190 feet, more or less, along said north line of the south one-half of said Lot 10 and the westerly extension thereof to its intersection with the westerly right-of-way line of N Boston Avenue, Assessor Map 1N1E 16DB;
178. Thence northerly 8 feet, more or less, along said westerly right-of-way line to the northeast corner of Tax Lot 8500 Assessor Map 1N1E 16DB, being 17.45 feet southerly of the northeast corner of Lot 15, Block 6 of the Plat of “Albion Addition”, Assessor Map 1N1E16DB;
179. Thence westerly 100 feet, more or less, along the northerly line of said Tax Lot 8500, a line parallel to and 17.45 feet southerly of the north line of said Lot 15, to its intersection with the east line of Lot 10, Block 6 of said Plat, Assessor Map 1N1E 16DB;
180. Thence northerly 17 feet, more or less, to the northeast corner of Lot 10, Block 6 of the Plat of “Albion Addition”, Assessor Map 1N1E 16DB;
181. Thence westerly 135 feet, more or less, along the north line of said Lot 10 and the westerly extension thereof to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16CA;

182. Thence southerly 33 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 3, Block 1 of the Plat of “Willamette”, Assessor Map 1N1E 16CA;
183. Thence westerly 785 feet, more or less, along north line of said Lot 3 and the easterly extension thereof, along the north line of Lot 20, Block 1, Lots 3 and 20 of Block 8, Lots 3 and 20 of Block 9 of said Plat and the westerly extension thereof to its intersection with the centerline of N Greeley Avenue, Assessor Map 1N1E 16CA;
184. Thence southerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 5, Block 16 of the Plat of “Willamette”, Assessor Map 1N1E 16CA;
185. Thence westerly 130 feet, more or less, along the north line of said Lot 5 and the easterly extension thereof, to the northwest corner of said Lot 5, Assessor Map 1N1E 16CA;
186. Thence northerly 438 feet, more or less, along the north-south division line of Block 16 of the Plat of “Willamette” and the north-south division line of Block 13 of the Plat of “Burrage Tract” to the northwest corner of Lot 10, Block 13 of the Plat of “Burrage Tract”, Assessor Map 1N1E 16BD;
187. Thence easterly 100 feet, more or less, along the north line of said Lot 10 to its intersection with the westerly right-of-way line of N Greeley Avenue, Assessor Map 1N1E 16BD;
188. Thence northerly 511 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Dekum Street, Assessor Map 1N1E 16BD;
189. Thence easterly 160 feet, more or less, along said northerly right-of-way line to its intersection with the north-south division line of Block 11 of the Plat of “Burrage Tract”, Assessor Map 1N1E 16BD;
190. Thence northerly 601 feet, more or less, along the north-south division line of said Block 11 to its intersection with the southerly right-of-way line of N Bryant Street, Assessor Map 1N1E 16BD;
191. Thence easterly 620 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Delaware Avenue, Assessor Map 1N1E 16BD;
192. Thence southerly 78 feet, more or less, along said westerly right-of-way line to its intersection with the north line of that portion of N Delaware Avenue that was vacated by City of Portland Ordinance Number 133856, Assessor Map 1N1E 16BD;
193. Thence easterly 30 feet, more or less, along said north line of that vacated portion of N Delaware Avenue to the northeast corner of said vacation, Assessor Map 1N1E 16BD;
194. Thence southerly 198 feet, more or less, along the east line of said vacation to its intersection with the northerly right-of-way line of N Saratoga Street, Assessor Map 1N1E 16BD;
195. Thence westerly 30 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of N Delaware Avenue, Assessor Map 1N1E 16BD;
196. Thence southerly 383 feet, more or less, along said westerly right-of-way line to its intersection with the southerly right-of-way line of N Dekum Street, Assessor Map 1N1E 16BD;
197. Thence westerly 721 feet, more or less, along said southerly right-of-way line to its intersection with the easterly right-of-way line of N Greeley Avenue, Assessor Map 1N1E 16BD;
198. Thence southerly 401 feet, more or less, along said easterly right-of-way line to its intersection with the south line of Lot 17, Block 12 of the Plat of “Burrage Addition”, Assessor Map 1N1E 16BD;
199. Thence easterly 100 feet, more or less, along the south line of said Lot 17 to the southeast corner of said Lot 17, Assessor Map 1N1E 16BD;
200. Thence southerly 100 feet, more or less, along the west line of Lots 9 and 10 of Block 12 of said Plat to the southwest corner of said Lot 10, Assessor Map 1N1E 16BD;
201. Thence easterly 651 feet, more or less, along the south line of said Lot 10 and the easterly extension thereof, along the south line of Lots 10 and 15 of Block 5 and Lots 10 and 15 of Block 4 of said Plat to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16BD;

202. Thence northerly 20 feet, more or less, along said centerline to its intersection with the westerly extension of the south line of Lot 5, Block 1 of the Plat of “Multnomah Park”, Assessor Map 1N1E 16AC;
203. Thence easterly 671 feet, more or less, along the south line of said Lot 5 and the westerly extension thereof, and along the south line of Lot 42, Block 1, the south line of Lots 5 and 42 of Block 2, and the south line of Lot 5, Block 3 of said Plat, and the easterly extension thereof to its intersection with the centerline of N Newcastle Avenue, Assessor Map 1N1E 16AC;
204. Thence northerly 31 feet, more or less, along said centerline to its intersection with the westerly extension of the north line of Tax Lot 10501, Assessor Map 1N1E 16AC;
205. Thence easterly 389 feet, more or less, along said north line and the westerly extension thereof, also along the north line of Tax Lots 11601, 11500, and 11400 Assessor Map 1N1E 16AC, to its intersection with the west line of Lot 2 of the Plat of “Little Homes Subdivision No. 3”, at northeast corner of Tax Lot 11400, Assessor Map 1N1E 16AC;
206. Thence southerly 5 feet, more or less, along the west line of said Lot 2 to the northwest corner of Tax Lot 11300, Assessor Map 1N1E 16AC;
207. Thence easterly 132 feet, more or less, along the north line of said Tax Lot 11300 and the north line of Tax Lot 11200 to its intersection with the west line of Lot 1 of the Plat of “Little Homes Subdivision No. 3”, at the southeast corner of Tax Lot 11000, Assessor Map 1N1E 16AC;
208. Thence northerly 5 feet, more or less, along the west line of said Lot 1 to the northwest corner of Tax Lot 11101, Assessor Map 1N1E 16AC;
209. Thence easterly 97 feet, more or less, along the north line of said Tax Lot 11101 to its intersection with the westerly right-of-way line of N Denver Avenue, Assessor Map 1N1E 16AC;
210. Thence southerly 30 feet, more or less, along said westerly right-of-way line to a point that is 99 feet, more or less, northerly or the southeast corner of Lot 1 of the Plat of “Little Homes Subdivision No. 3”; Assessor Map 1N1E 16AC;
211. Thence northeasterly 71 feet, more or less, to the intersection of the easterly right-of-way line of N Denver Avenue, at a point that is 5 feet northerly of the southwest corner of Lot 14, Block 5 of the Plat of “Wilburton”, Assessor Map 1N1E 16AD;
212. Thence easterly 95 feet, more or less, along a line parallel to and 5.00 feet northerly of the south line of said Lot 14 to the intersection of the west line of Lot 9, Block 5 of said Plat, Assessor Map 1N1E 16AD;
213. Thence southerly 5 feet, more or less, along the west line of said Lot 9 to the southwest corner of said Lot 9, Assessor Map 1N1E 16AD;
214. Thence easterly 1040 feet, more or less, along the south line of said Lot 9 and the easterly extension thereof, along the south line of Lots 9 and 14 of Block 4 of said Plat, along the south line of Lots 9 and 14 of Block 3 of said Plat, along the south line of Lots 9 and 14 of Block 2 of said Plat, and along the south line of Lot 14, Block 1 of said Plat to its intersection with the north-south division line of Block 1 of said Plat Assessor Map 1N1E 16AD;
215. Thence northerly 2352 feet, more or less, along the north-south division line of Block 1 of the Plat of “Wilburton” and its northerly extension thereof, along the north-south division line of Block 10 of said Plat, along the north-south division line of Block 1 of the Plat of “Eldean”, along the north-south division line of Block 1 of the Plat of “Masters Addition”, and along the north-south division line of Block 1 of the Plat of “Worlds Fair Addition” to the northeast corner of Lot 16, Block 1 of the Plat of “Worlds Fair Addition”, Assessor Map 1N1E 16AA;
216. Thence westerly 3 feet, more or less, along the south line of Lot 17, Block 1 of the Plat of “Worlds Fair Addition” to a point that is 3.43 feet westerly of the southeast corner of said Lot 17, Assessor Map 1N1E 16AA;
217. Thence northerly 100 feet, more or less, along a line parallel to and 3.43 feet westerly of the east line of said Lot 17 and Lot 18, Block 1 of the Plat of “Worlds Fair Addition” to its intersection with the south line of Lot 19, Block 1 of said Plat, Assessor Map 1N1E 16AA;

218. Thence easterly 3 feet, more or less, along the south line of said Lot 19 to its intersection with the north-south division line of said Block 1 of the Plat of “Worlds Fair Addition”, Assessor Map 1N1E 16AA;
219. Thence northerly 200 feet, more or less, along the north-south division line of said Block 1 to the northeast corner of Lot 22, Block 1 of the Plat of “Worlds Fair Addition”, Assessor Map 1N1E 16AA;
220. Thence westerly 910 feet, more or less along the north line of Lot 22, Block 1 of the Plat of “Worlds Fair Addition” and the westerly extension thereof, along the north line of Lots 3 and 22 of Block 2, the north line of Lots 3 and 22 of Block 3, and the north line of Lots 3 and 22 of Block 4 of the Plat of “Worlds Fair Addition” to its intersection with the centerline of N Campbell Avenue, Assessor Map 1N1E 16AA;
221. Thence southerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 5, Block 5 of the Plat of “Worlds Fair Addition”, Assessor Map 1N1E 16AA;
222. Thence westerly 124 feet, more or less, along said north line and the easterly extension thereof to its intersection with the north-south division line of Block 5 of the Plat of “Worlds Fair Addition”, Assessor Map 1N1E 16AA;
223. Thence southerly 50 feet, more or less, along said north-south division line of said Block 5 to the northeast corner of Lot 19, Block 5 of “Worlds Fair Addition”, Assessor Map 1N1E 16AA;
224. Thence westerly 136 feet, more or less, along the north line of said Lot 19 and the westerly extension thereof to its intersection with the centerline of N Denver Avenue, Assessor Map 1N1E 16AA;
225. Thence northerly 99 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 31, Block 6 of the Plat of “Electric Addition”, Assessor Map 1N1E 16AB;
226. Thence westerly 143 feet, more or less, along the easterly extension of said north line of said Lot 31 and the westerly extension thereof to its intersection with the east line of the west half of Block 6 of the Plat of “Electric Addition”, Assessor Map 1N1E 16AB;
227. Thence southerly 200 feet, more or less, along said east line of the west half of Block 6 of said Plat to its intersection with the north line of Lot 10, Block 6 of said Plat, Assessor Map 1N1E 16AB;
228. Thence westerly 125 feet, more or less, along the north line said Lot 10 and the westerly extension thereof to its intersection with the centerline of N Lancaster Avenue, Assessor Map 1N1E 16AB;
229. Thence northerly 250 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 29, Block 7 of the Plat of “Electric Addition”, Assessor Map 1N1E 16AB;
230. Thence westerly 264 feet, more or less, along said north line of said Lot 29 and the easterly extension thereof and the north line of Lot 20, Block 7 of said Plat and the westerly extension thereof to its intersection with the centerline of N Mobile Avenue, Assessor Map 1N1E 16AB;
231. Thence southerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 33, Block 8 of the Plat of “Electric Addition”, Assessor Map 1N1E 16AB;
232. Thence westerly 403 feet, more or less, along said easterly extension and the north line of said Lot 33 and the north line of Lot 16, Block 8 of the Plat of “Electric Addition” and the westerly extension thereof, along the north line of Lot 33, Block 9 of said Plat to its intersection with the east line of the west half of Block 9 of said Plat, Assessor Map 1N1E 16AB;
233. Thence southerly 5 feet, more or less, along said east line of the west half of Block 9 to a point that is 5.00 feet southerly of the northeast corner of Lot 16, Block 9 of the Plat of “Electric Addition”, Assessor Map 1N1E 16AB;

234. Thence westerly 100 feet, more or less, along a line parallel to and 5.00 feet southerly of the north line of said Lot 16 to its intersection with the easterly right-of-way line of N Boston Avenue, Assessor Map 1N1E 16AB;
235. Thence northerly 5 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the north line of Lot 33, Block 10 of the Plat of “Electric Addition”, Assessor Map 1N1E 16AB;
236. Thence westerly 164 feet, more or less, along said north line of said Lot 33 and the easterly extension thereof and the westerly extension thereof to its intersection with the east line of the west half of Block 10 of the Plat of “Electric Addition”, Assessor Map 1N1E 16AB;
237. Thence northerly 50 feet, more or less, along said east line of the west half of said Block 10 to its intersection with the north line of Lot 18, Block 10 of said Plat, Assessor Map 1N1E 16AB;
238. Thence westerly 126 feet, more or less, along the north line of said Lot 18 and the westerly extension thereof to its intersection with the centerline of N Delaware Avenue, Assessor Map 1N1E 16AB;
239. Thence southerly 20 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 4, Block 1 of the Plat of “Burrage Tract”, Assessor Map 1N1E 16BA;
240. Thence westerly 1296 feet, more or less, along said north line of said Lot 4 and the easterly extension thereof and the north line of Lot 19, Block 1 of said Plat and the westerly extension thereof, along the north line of Lots 4 and 19 of Block 8, the north line of Lots 4 and 19 of Block 9, the north line of Lots 4 and 19 of Block 16, and the north line of Lots 4 and 19 of Block 17 of said Plat, to its intersection with the centerline of N Villard Avenue, Assessor Map 1N1E 16BA;
241. Thence southerly 73 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of the south half of Lot 5, Block 27 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
242. Thence westerly 316 feet, more or less, along said north line of the south half of said Lot 5 and the easterly extension thereof and westerly extension thereof, along the north line of the south half of Lot 20, Block 26 of the Plat of “Arbor Lodge”, to its intersection with the north-south division line of said Block 26, Assessor Map 1N1E 16BB;
243. Thence northerly 50 feet, more or less, along said north-south division line of Block 26 to its intersection with the easterly extension of the north line of Lot 6, Block 26 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
244. Thence westerly 146 feet, more or less, along said the north line of said Lot 6 and the easterly extension thereof and the westerly extension thereof to its intersection with the centerline of N Knowles Avenue, Assessor Map 1N1E 16BB;
245. Thence northerly 100 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 16, Block 25 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
246. Thence westerly 152 feet, more or less, along said north line of said Lot 16 and the easterly extension thereof and the westerly extension thereof to its intersection with the east line of the west half of Block 25 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
247. Thence southerly 66 feet, more or less, along said east line of the west half of Block 25 to its intersection with the north line of Lot 7, Block 25 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
248. Thence westerly 292 feet, more or less, along the north line of said Lot 7 and the westerly extension thereof, along the north of Lot 18, Block 24 of the Plat of “Arbor Lodge”, to its intersection with the east line of the west half of Block 24 of said Plat, Assessor Map 1N1E 16BB;
249. Thence northerly 67 feet, more or less, along said east line of the west half of Block 24 to its intersection with the north line of Lot 9, Block 24 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;

250. Thence westerly 139 feet, more or less, along the north line of said Lot 9 and the westerly extension thereof to its intersection with the centerline of N Vincent Avenue, Assessor Map 1N1E 16BB;
251. Thence southerly 33 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Lot 17, Block 23 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
252. Thence westerly 152 feet, more or less, along said easterly extension and the north line of said Lot 17 and the westerly extension thereof, to its intersection with the east line of the west half of Block 23 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
253. Thence northerly 33 feet, more or less, along said east line of the west half of Block 23 to its intersection with the north line of Lot 9, Block 23 of the Plat of “Arbor Lodge”, Assessor Map 1N1E 16BB;
254. Thence westerly 129 feet, more or less, along the north line of said Lot 9 to its intersection with the easterly right-of-way line of N Wabash Avenue, Assessor Map 1N1E 16BB;
255. Thence southwest 62 feet, more or less, to the northeast corner of Lot 3, Block 100 of the Plat of “Mock Crest”, on the westerly right-of-way line of N Wabash Avenue; Assessor Map 1N1E 17AA;
256. Thence westerly 98 feet, more or less, along the north line of said Lot 3 to the southwest corner of Lot 2, Block 100 of the Plat of “Mock Crest”, Assessor Map 1N1E 17AA;
257. Thence northerly 50 feet, more or less, along the west line of said Lot 2 to the northeast corner of Lot 46, Block 100 of the Plat of “Mock Crest”, Assessor Map 1N1E 17AA;
258. Thence westerly 130 feet, more or less, along the north line of said Lot 46 and the westerly extension thereof to its intersection with the centerline of N Seward Avenue, Assessor Map 1N1E 17AA;
259. Thence northerly 92 feet, more or less, along said centerline to its intersection with the centerline of N Lombard Street, Assessor Map 1N1E 17AA;
260. Thence westerly 2632 feet, more or less, along said centerline to its intersection with the northerly extension of the westerly right-of-way line of N Woolsey Avenue, Assessor Map 1N1E 8CD;
261. Thence southerly 124 feet, more or less, along said northerly extension and the westerly right-of-way line of N Woolsey Avenue to its intersection with the south line of Lot 2, Block 82 of the Plat of “Mock’s Addition”, Assessor Map 1N1E 8CD;
262. Thence westerly 115 feet, more or less, along said south line and the westerly extension thereof to its intersection with the east line of the west half of Block 82 of the Plat of “Mock’s Addition”, Assessor Map 1N1E 8CD;
263. Thence northerly 50 feet, more or less, along said east line of the west half of Block 82 to its intersection with the north line of Lot 19, Block 82 of the Plat of “Mock’s Addition”, Assessor Map 1N1E 8CD;
264. Thence westerly 160 feet, more or less, along said north line of Lot 19 and the westerly extension thereof to its intersection with the westerly right-of-way line of N Dwight Avenue, Assessor Map 1N1E 8CD;
265. Thence southerly 100 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 6, Block 81 of the Plat of “Mock’s Addition”, Assessor Map 1N1E 8CD;
266. Thence westerly 86 feet, more or less, along said south line of Lot 6 to the southwest corner of said Lot 6, Assessor Map 1N1E 8CD;
267. Thence northerly 5 feet, more or less, along the west line of said Lot 6 to a point that is 5.00 feet northerly of the southeast corner of Lot 21, Block 81 of the Plat of “Mock’s Addition”, Assessor Map 1N1E 8CD;

268. Thence westerly 87 feet, more or less, along a line parallel to and 5.00 feet northerly of the south line of said Lot 21 to its intersection with the easterly right-of-way line of N Newman Avenue, Assessor Map 1N1E 8CD;
269. Thence northerly 58 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly line of Lot 10, Block 1 of the Plat of “The Smithson Land Company’s Addition”, Assessor Map 1N1E 8CD;
270. Thence northwesterly 134 feet, more or less, along said southeasterly extension and the northerly line of said Lot 10 to the easterly corner of Lot 9, Block 1 of the Plat of “The Smithson Land Company’s Addition”, Assessor Map 1N1E 8CD;
271. Thence southwesterly 25 feet, more or less, along the southeasterly line of said Lot 9 to the easterly corner of Lot 12, Block 1 of the Plat of “The Smithson Land Company’s Addition”, Assessor Map 1N1E 8CD;
272. Thence northwesterly 100 feet, more or less, along the northeasterly line of said Lot 12 to its intersection with the easterly right-of-way line of N Huron Avenue, Assessor Map 1N1E 8CD;
273. Thence northeasterly 200 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northeasterly line of Lot 10, Block 2 of the Plat of “The Smithson Land Company’s Addition”, Assessor Map 1N1E 8CD;
274. Thence northwesterly 500 feet, more or less, along said southeasterly extension and the northeasterly line of said Lot 10 and the northwesterly extension thereof, along the northeasterly line of Lot 9, Block 2, the northeasterly line of Lots 9 and 10 of Block 3 of the Plat of “The Smithson Land Company’s Addition”, to its intersection with the easterly right-of-way line of N Stockton Avenue, Assessor Map 1N1E 8CD;
275. Thence northwesterly 50 feet, more or less, to the northeasterly corner of Lot 4, Block 4 of the Plat of “Tiff’s Subdivision”, on the westerly right-of-way line of N Stockton Avenue, Assessor Map 1N1E 8CD;
276. Thence northwesterly 105 feet, more or less, along the northerly line of said Lot 4 and the northwesterly extension thereof to the easterly line of the west half of Block 4 of the Plat of “Tiff’s Subdivision”, Assessor Map 1N1E 8CD;
277. Thence southwesterly 33 feet, more or less, along said easterly line of the west half of Block 4 to its intersection with the northerly line of Lot 32, Block 4 of the Plat of “Tiff’s Subdivision”, Assessor Map 1N1E 8CD;
278. Thence northwesterly 355 feet, more or less, along said northerly line of Lot 32 and the northwesterly extension thereof, along the northerly line of Lots 5 and 32 of Block 72 of the Plat of “University Park”, to its intersection with the easterly right-of-way line of N Jordan Avenue, Assessor Map 1N1E 8CC;
279. Thence northeasterly 33 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly line of Lot 4, Block 71 of the Plat of “University Park”, Assessor Map 1N1E 8CC;
280. Thence northwesterly 311 feet, more or less, along said southeasterly extension and the northerly line of Lot 4 and the northwesterly extension thereof, along the northerly line of Lot 33, Block 71 of the Plat of “University Park”, to its intersection with the westerly right-of-way line of N Haven Avenue, at the southeasterly corner of Lot 10, Block 57 of said Plat, Assessor Map 1N1E 8CB;
281. Thence southwesterly 123 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Bowdoin Street, at the southeasterly corner of Lot 11, Block 57 of the Plat of “University Park”, Assessor Map 1N1E 8CC;
282. Thence northwesterly 383 feet, more or less, along said northerly right-of-way line and the northwesterly extension thereof to its intersection with the westerly right-of-way line of N Hodge Avenue, at the southeasterly corner of Lot 11, Block 56 of the Plat of “University Park”, Assessor Map 1N1E 8CB;

283. Thence southwesterly 293 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Oberlin Street, at the southeasterly corner of Lot 11, Block 55 of the Plat of “University Park”, Assessor Map 1N1E 8CC;
284. Thence northwesterly 333 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Stanford Avenue, at the southwesterly corner of Lot 20, Block 55 of the Plat of “University Park”, Assessor Map 1N1E 8CC;
285. Thence northeasterly 416 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the southerly line of Lot 13, Block 39 of the Plat of “University Park”, Assessor Map 1N1E 8CB;
286. Thence northwesterly 240 feet, more or less, along said southeasterly extension and the southerly line of said Lot 13 and the northwesterly extension thereof, along the southerly lines of Lots 8, 9, 10, 11, and 12 of Block 39 of the Plat of “University Park”, to the southerly southwest corner of said Lot 8, Assessor Map 1N1E 7DA;
287. Thence southwesterly 34 feet, more or less, to the southeasterly corner of Lot 4, Block 39 of said Plat, Assessor Map 1N1E 7DA;
288. Thence northwesterly 105 feet, more or less, along the southerly line of said Lot 4 to its intersection with the southeasterly right-of-way line of N Portsmouth Avenue, Assessor Map 1N1E 7DA;
289. Thence northwesterly 82 feet, more or less, to the intersection of the northwesterly right-of-way line of N Portsmouth Avenue and the northeasterly line of the southerly half of Lot 11, Block 3 of the Plat of “Portsmouth”, Assessor Map 1N1E 7DA;
290. Thence northwesterly 110 feet, more or less, along said northeasterly line of the southerly half of said Lot 11 to the most northerly corner of the southerly half of said Lot 11, Assessor Map 1N1E 7DA;
291. Thence northwesterly 26 feet, more or less, to the most southerly corner of Lot 7, Block 3 of the Plat of “Portsmouth”, Assessor Map 1N1E 7DA;
292. Thence northwesterly 1018 feet, more or less, along the southerly line of Lots 1, 2, 3, 4, 5, 6, and 7 of Block 3 and the northwesterly extension thereof, along the southerly line of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 of Block 2, and the southerly line of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 of Block 1 of said Plat, to its intersection with the easterly right-of-way line of N McKenna Avenue, Assessor Map 1N1E 7DA;
293. Thence northeasterly 26 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the line that is parallel to and 10.00 feet northerly of the northerly line of Lot 3, Block 6 of the Plat of “McKenna Park”, Assessor Map 1N1E 7DB;
294. Thence northwesterly 155 feet, more or less, along said southeasterly extension of the line that is parallel to and 10.00 feet northerly of the northerly line of said Lot 3 to its intersection with the easterly line of Lot 15, Block 6 of the Plat of “McKenna Park”, Assessor Map 1N1E 7DB;
295. Thence southwesterly 33 feet, more or less, along said easterly line to its intersection with the northerly line of Lot 6, Block 6 of the Plat of “McKenna Park”, Assessor Map 1N1E 7DB;
296. Thence northwesterly 127 feet, more or less, along said northerly line and the northerly line of Lots 7 and 8 of Block 6 of the Plat of “McKenna Park” to its intersection with the easterly line of Lot 11, Block 6 of said Plat, Assessor Map 1N1E 7DB;
297. Thence southwesterly 117 feet, more or less, along said easterly line and the easterly line of Lots 9 and 10, Block 6 of the Plat of “McKenna Park” to its intersection with the northerly right-of-way line of N Bowdoin Street, Assessor Map 1N1E 7DB;
298. Thence northwesterly 100 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Wall Avenue, Assessor Map 1N1E 7DB;
299. Thence northeasterly 140 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly line of Lot 3, Block 1 of the Plat of “McKenna Park”, Assessor Map 1N1E 7AC;

300. Thence northwesterly 180 feet, more or less, along said southeasterly extension and the northerly line of said Lot 3 to the easterly line of Lot 28, Block 1 of the Plat of “McKenna Park”, Assessor Map 1N1E 7AC;
301. Thence southwesterly 23 feet, more or less, along said easterly line to its intersection with the northerly line of Lot 6, Block 1 of the Plat of “McKenna Park”, Assessor Map 1N1E 7AC;
302. Thence northwesterly 450 feet, more or less, along said northerly line and the northwesterly extension thereof, along the northerly line of Lots 7, 8, 9, 10, 11, 12, 13, and 14 of Block 1 of the Plat of “McKenna Park”, to its intersection with the easterly line of Lot 17, Block 1 of said Plat, Assessor Map 1N1E 7AC;
303. Thence northeasterly 23 feet, more or less, along said easterly line to its intersection with the northerly line of said Lot 17, Assessor Map 1N1E 7AC;
304. Thence northwesterly 122 feet, more or less, along said northerly line to its intersection with the easterly right-of-way line of N Westanna Avenue at the northwesterly corner of Lot 17, Block 1 of the Plat of “McKenna Park”, Assessor Map 1N1E 7AC;
305. Thence westerly 57 feet, more or less, to the northeasterly corner of Lot 5, Block 12 of the Plat of “Northern Hill Addition”, Assessor Map 1N1E 7AC;
306. Thence northwesterly 275 feet, more or less, along the northerly line of said Lot 5 and the northwesterly extension thereof, along the northerly line of Lot 34, Block 12 of said Plat, to its intersection with the westerly right-of-way line of N Newell Avenue at the northeasterly corner of Lot 5, Block 11 of said Plat, Assessor Map 1N1E 7BD;
307. Thence southwesterly 125 feet, more or less, along said westerly right-of-way line to its intersection with the northerly line of Lot 10, Block 11 of the Plat of “Northern Hill Addition”, Assessor Map 1N1E 7BD;
308. Thence northwesterly 500 feet, more or less, along said northerly line and the northwesterly extension thereof, along the northerly line of Lot 29, Block 11 and the northerly line of Lots 10 and 29 of Block 10 of the Plat of “Northern Hill Addition”, to its intersection with the easterly right-of-way line of N Carey Boulevard, Assessor Map 1N1E 7BD;
309. Thence northeasterly 244 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Lombard Street, Assessor Map 1N1E 7BD;
310. Thence northwesterly 442 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of the Burlington Northern Railroad, Assessor Map 1N1E 7B;
311. Thence southwesterly 1378 feet, more or less, along said westerly right-of-way line to its intersection with the easterly right-of-way line of N Ida Avenue, Assessor Map 1N1E 7CB;
312. Thence northeasterly 1083 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the northerly right-of-way line of N Kellogg Street, Assessor Map 1N1E 7BC;
313. Thence northwesterly 260 feet, more or less, along said easterly extension of and the northerly right-of-way line of N Kellogg Street to its intersection with the westerly line of Lot 12, Block 5 of the Plat of “South St Johns “, Assessor Map 1N1E 7BC;
314. Thence northeasterly 100 feet, more or less, along said westerly line of said Lot 12 to its intersection with the northerly line of Lot 13, Block 5 of the Plat of “South St Johns”, Assessor Map 1N1E 7BC;
315. Thence northwesterly 1149 feet, more or less, along said northerly line of said Lot 13 and the northwesterly extension thereof, along the northerly line of Lots 14, 15, and 16 of Block 5 of the Plat of “South St Johns”, the northerly line of Lots 9, 10, 11, 12, 13, 14, 15, and 16 of Block 4 of said Plat, the northerly line of Lots 10, 11, 12, 13, 14, 15, 16, 17, and 18 of Block 3 of said Plat, to its intersection with the easterly right-of-way line of N Buchanan Avenue, Assessor Map 1N1W 12AA;

316. Thence southwesterly 72 feet, more or less, to the intersection of the westerly right-of-way line of N Buchanan Avenue and a line parallel to and 100 feet northeasterly of the southwesterly line of Lot 1, Block 3 of the Plat of “St Johns Heights”, Assessor Map 1N1W 12AA;
317. Thence northwesterly 91 feet, more or less, along said line parallel to and 100 feet northeasterly of the southwesterly line of said Lot 1 and the northwesterly extension thereof to its intersection with the easterly line of Lot 3, Block 3 of said Plat, Assessor Map 1N1W12AA;
318. Thence northeasterly 49 feet, more or less, along said easterly line to the intersection of the northerly line of the Plat of “St Johns Heights”, at the northeast corner of said Lot 3, Assessor Map 1N1W 12AA;
319. Thence northwesterly 1346 feet, more or less, along said northerly line of the Plat of “St Johns Heights” and the westerly extension thereof, along the northerly line of Lots 1 and 10 of Block 2 of the Plat of “Severance Addition to St Johns”, to its intersection with the westerly right-of-way line of N Oswego Avenue, Assessor Map 1N1W 12AB;
320. Thence southwesterly 223 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Jersey Street, Assessor Map 1N1W 12AB;
321. Thence northwesterly 240 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the easterly line of Lot 11, Block 3 of the Plat of “Severance Addition to St Johns”, Assessor Map 1N1W 12AB;
322. Thence southwesterly 260 feet, more or less, along said northerly extension and the easterly line of said Lot 11 and along the easterly line of Lots 12, 13, and 14 of Block 3 of the Plat of “Severance Addition to St Johns”, to its intersection with the northerly right-of-way line of N Ivanhoe Street, Assessor Map 1N1W 12AB;
323. Thence southwesterly 63 feet, more or less, along a line to the northeasterly corner of Lot 8, Block 5 of the Plat of “Severance Addition to St Johns”, on the southerly right-of-way line of N Ivanhoe Street, Assessor Map 1N1W 12AB;
324. Thence southwesterly 100 feet, more or less, along the easterly line of said Lot 8 and the easterly line of Lot 9, Block 5 of the Plat of “Severance Addition to St Johns”, to the southeast corner of said Lot 9, Assessor Map 1N1W 12AB;
325. Thence northwesterly 10 feet, more or less, along the southerly line of said Lot 9 to the intersection with the easterly line of Lot 10, Block 5 of said Plat, Assessor Map 1N1W 12AB;
326. Thence southwesterly 100 feet, more or less, along said easterly line and the easterly line of Lot 11, Block 5 of said Plat to it intersection with the northerly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12AB;
327. Thence northwesterly 171 feet, more or less, along said northerly right-of-way line and the northwesterly extension thereof to its intersection with the westerly right-of-way line of N Richmond Avenue, Assessor Map 1N1W 12AB;
328. Thence southwesterly 260 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Princeton Street, Assessor Map 1N1W 12AB;
329. Thence northwesterly 460 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N John Avenue, Assessor Map 1N1W 12AB;
330. Thence northeasterly 100 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the southerly line of Lot 8, Block 27 of the Plat of “James Johns 2nd Addition”, at the southeasterly corner of the vacated portion of N John Avenue by City of Portland Vacation Ordinance No. 137185, Assessor Map 1N1W 12AB;
331. Thence northwesterly 260 feet, more or less, along said southeasterly extension of and the southerly line of said Lot 8, along the southerly line of Lots 5, 6, and 7, Block 27 of the Plat of “James Johns 2nd Addition”, to its intersection with the easterly right-of-way line of N Leavitt Avenue, Assessor Map 1N1W 12BA;

332. Thence northeasterly 160 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12BA;
333. Thence northwesterly 321 feet, more or less, along said southeasterly extension and the northerly right-of-way of N Syracuse Street and the northwesterly extension thereof to its intersection of the westerly right-of-way line of N Burlington Avenue, Assessor Map 1N1W 12BA;
334. Thence southwesterly 287 feet, more or less, along said westerly right-of-way line to its intersection with the southwesterly line of Lot 4, Block 28 of the Plat of “James Johns Addition” and the northeasterly line of the Plat of “Bridge Court Condominiums”, Assessor Map 1N1W 12BA;
335. Thence northwesterly 213 feet, more or less, along said southwesterly line of said Lot 4 and the northwesterly extension thereof, along the southwesterly line of Lot 3, Block 28 of the Plat of “James Johns Addition”, to its intersection with the southeasterly right-of-way line of N Philadelphia Avenue, Assessor Map 1N1W 12BA;
336. Thence northeasterly 107 feet, more or less, along said southeasterly right-of-way line to its intersection with the southwesterly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12BA;
337. Thence northeasterly 69 feet, more or less, to the intersection of the southeasterly right-of-way line of N Philadelphia Avenue and the northeasterly right-of-way line of N Syracuse Street, at the most westerly corner of Tax Lot 3200, Assessor Map 1N1W 12BA;
338. Thence northwesterly 460 feet, more or less, along said northeasterly right-of-way line to its intersection with the northwesterly line of Lot 1, Block 37 of the Plat of “James Johns Addition”, Assessor Map 1N1W 12BA;
339. Thence northeasterly 100 feet, more or less, along said northwesterly line of said Lot 1 to the most southerly corner of Lot 3, Block 37 of said Plat, Assessor Map 1N1W 12BA;
340. Thence northwesterly 990 feet, more or less, along the southwesterly line of said Lot 3 and the northwesterly extension thereof, along the southwesterly line of Lots 3 and 4 of Block 36, the southwesterly line of Lots 3 and 4, Block 35, the southwesterly line of Lots 3 and 4 of Block 34 of said Plat, and the southwesterly line of Lot 8, Block 4 of the Plat of “Chipman’s”, to its intersection with the northwesterly line of said Lot 8, Assessor Map 1N1W 1CD;
341. Thence northeasterly 260 feet, more or less, along the northwesterly line of said Lot 8 and the northeasterly extension thereof, along the northwesterly line of Lot 9, Block 5 of the Plat of “Chipman’s”, to the most easterly corner of Lot 10, Block 5 of said Plat, Assessor Map 1N1W 1CD;
342. Thence northwesterly 50 feet, more or less, along the northeasterly line of said Lot 10 to the most westerly corner of Lot 7, Block 5 of said Plat, Assessor Map 1N1W 1CD;
343. Thence northeasterly 100 feet, more or less, along the northwesterly line of said Lot 7 to its intersection with the southwesterly right-of-way line of N Lombard Street, Assessor Map 1N1W 1CD;
344. Thence northeasterly 64 feet, more or less, along a line to the northeasterly right-of-way line of N Lombard Street at the intersection of a line that is parallel to and 15.13 feet northwesterly of the southeasterly line of Lot 11, Block 3 of the Plat of “Hill’s Addition”, Assessor Map 1N1W 1CD;
345. Thence northeasterly 92 feet, more or less, along a line that is parallel to and 15.13 feet northwesterly of the southeasterly line of said Lot 11 to the intersection of the northeasterly line of said Lot 11, Assessor Map 1N1W 1CD;
346. Thence easterly 21 feet, more or less, along a line to the most westerly corner of Lot 17, Block 3 of the Plat of “Hill’s Addition”, Assessor Map 1N1W 1CD;
347. Thence northeasterly 92 feet, more or less, along the northwesterly line of said Lot 17 to its intersection with the southwesterly right-of-way line of N Kellogg Street,

- Assessor Map 1N1W 1CD;
348. Thence southeasterly 80 feet, more or less, along said southwesterly right-of-way line to its intersection with the northwesterly right-of-way line of N St. Louis Avenue, Assessor Map 1N1W 1CD;
349. Thence southeasterly 72 feet, more or less, to the intersection of the southeasterly right-of-way line of N St. Louis Avenue and the northeasterly line of Tax Lot 12500, Assessor Map 1N1W 1CD;
350. Thence southeasterly 87 feet, more or less, along said northeasterly line of said Tax Lot 12500 to its intersection of the northwesterly line of the Plat of “Court Place”, on the northerly right-of-way line of a 16.00 feet wide Alley, Assessor Map 1N1W 1CD;
351. Thence southwesterly 116 feet, more or less, along said northerly right-of-way line to its intersection with the easterly line of Lot 11, Block 3 of the Plat of “Court Place”, also the southwesterly right-of-way line of a 16.00 feet wide Alley, Assessor Map 1N1W 1CD;
352. Thence southeasterly 376 feet, more or less, along said southwesterly right-of-way line and the southeasterly extension thereof to its intersection with the southwesterly extension of the northwesterly line of Lot 2, Block 3 of the Plat of “Court Addition”, Assessor Map 1N1W 1CD;
353. Thence northeasterly 116 feet, more or less, along said southwesterly extension and the northerly line of said Lot 2 to its intersection with the southwesterly right-of-way line of N Kellogg Street, Assessor Map 1N1W 1CD;
354. Thence southeasterly 50 feet, more or less, along said southwesterly right-of-way line to its intersection with the southwesterly extension of the northwesterly line of Lot 12, Block 2 of the Plat of “Court Place”, Assessor Map 1N1W 1CD;
355. Thence northeasterly 160 feet, more or less, along said southwesterly extension of and the northwesterly line of said Lot 12 to the most northerly corner of said Lot 12, Assessor Map 1N1W 1CD;
356. Thence southeasterly 50 feet, more or less, along the northeasterly line of said Lot 12 to its intersection with the northerly right-of-way line of N Chicago Avenue, at the most easterly corner of said Lot 12, Assessor Map 1N1W 1CD;
357. Thence southeasterly 384 feet, more or less, along the northwesterly extension of the southwesterly line of Lot 19, Block 1 of the Plat of “Chester Place” and the southwesterly line of said Lot 19 and along the southwesterly line of Lot 8, Block 1 of said Plat and the southeasterly extension thereof, to its intersection with the southeasterly right-of-way line of N Burlington Avenue, Assessor Map 1N1W 1CD;
358. Thence northeasterly 200 feet, more or less, along said southeasterly right-of-way line to its intersection with the southerly right-of-way line of N Central Street, Assessor Map 1N1W 1CD;
359. Thence southeasterly 215 feet, more or less, along said southerly right-of-way line to its intersection with the northwesterly right-of-way line of N Leavitt Avenue, Assessor Map 1N1W 1CD;
360. Thence southwesterly 544 feet, more or less, along said northwesterly right-of-way line to its intersection with the southerly right-of-way line of N Kellogg Street, Assessor Map 1N1W 12AB;
361. Thence southeasterly 320 feet, more or less, along said southerly right-of-way line to its intersection with the southeasterly right-of-way line of N John Ave, Assessor Map 1N1W 12AB;
362. Thence southwesterly 200 feet, more or less, along said southeasterly right-of-way line to its intersection with the northerly right-of-way line of N Lombard Street, Assessor Map 1N1W 12AB;
363. Thence southeasterly 200 feet, more or less, along said northerly right-of-way line to its intersection with the northwesterly right-of-way line of N Charleston Avenue, Assessor Map 1N1W 12AB;

364. Thence northeasterly 230 feet, more or less, along said northwesterly right-of-way line to its intersection with the centerline of that portion of vacated N Kellogg Street per City of Portland Vacation Ordinance No. 38807, Assessor Map 1N1W 12AB;
365. Thence southeasterly 236 feet, more or less, along said vacated centerline to the intersection of the westerly line of Tax Lot 10200, Assessor Map 1N1W 12AB;
366. Thence northerly 241 feet, more or less, along the westerly line of said Tax Lot 10200 and the westerly line of Tax Lots 10500 and 10600 to the northwest corner of said Tax Lot 10600; Assessor Map 1N1W 12AB;
367. Thence easterly 86 feet, more or less, along the northerly line of said Tax Lot 10600 to its intersection with the westerly right-of-way line of N Richmond Avenue, Assessor Map 1N1W 12AB;
368. Thence southerly 50 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the northerly line of Tax Lot 1000, Assessor Map 1N1W 12AB;
369. Thence easterly 260 feet, more or less, along said westerly extension and the northerly line of said Tax Lot 1000 and the northerly line of Tax Lot 900 to its intersection with the westerly right-of-way line of N Oswego Avenue, Assessor Map 1N1W 12AB;
370. Thence southeasterly 83 feet, more or less, to the intersection of the northwesterly right-of-way line of N Lombard Way and the easterly right-of-way line of N Oswego Avenue at the southwest corner of Lot 1, Block 5 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
371. Thence northerly 114 feet, more or less, along the easterly right-of-way line of N Oswego Avenue to its intersection of the southerly right-of-way line of a 16.00 feet wide Alley at the most northwesterly corner of Lot 2, Block 5 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
372. Thence northeasterly 54 feet, more or less, along said southerly right-of-way line to its intersection with the easterly line of Lot 4, Block 5 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
373. Thence southeasterly 92 feet, more or less, along the easterly line of said Lot 4 to its intersection with the northwesterly right-of-way line of N Lombard Way, Assessor Map 1N1W 12AA;
374. Thence southeasterly 72 feet, more or less, to the southeasterly right-of-way line of N Lombard Way at the most northerly corner of Lot 2, Block 2 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
375. Thence northeasterly 179 feet, more or less, along the southeasterly right-of-way line of N Lombard Way to its intersection with the westerly right-of-way line of N Mohawk Avenue at the most northerly corner of Lot 8, Block 2 of said Plat, Assessor Map 1N1W 12AA;
376. Thence southerly 94 feet, more or less, along said westerly right-of-way line to its intersection with the northerly line of Lot 7, Block 2 of said Plat, Assessor Map 1N1W 12AA;
377. Thence easterly 61 feet, more or less, to the easterly right-of-way line of N Mohawk Avenue at the intersection of a line parallel to and 100 feet northerly of the southerly line of Lot 1, Block 3 of the Plat of “Caples Addition”, Assessor Map 1N1W 12AA;
378. Thence southeasterly 113 feet, more or less, along the a line parallel to and 100 feet northerly of the southerly line of Lots 1, 2, 3, 4, and 5 of Block 3 of said Plat to the intersection of the easterly line of said Plat, Assessor Map 1N1W 12AA;
379. Thence northeasterly 260 feet, more or less, along said easterly line of the Plat of “Caples Addition” to the intersection of the most northerly northeasterly line of Tax Lot 10000, Assessor Map 1N1W 12AA;
380. Thence southeasterly 79 feet, more or less, along the most northerly northeasterly line of said Tax Lot 10000 to the northwesterly corner of Tax Lot 9800, Assessor Map 1N1W 12AA;
381. Thence southwest 100 feet, more or less, along the westerly line of said Tax Lot 9800 and the westerly line of Tax Lot 9900 to the southwest corner of said Tax Lot 9900, Assessor Map 1N1W 12AA;

382. Thence southeasterly 160 feet, more or less, along the southerly line of said Tax Lot 9900 and the southeasterly extension thereof to its intersection with the easterly right-of-way line of N Tyler Avenue, Assessor Map 1N1W 12AA;
383. Thence southwesterly 160 feet, more or less, along said easterly right-of-way line to its intersection with the southerly line of Lot 2, Block F of the Plat of “Elizabeth Caples Addition”, Assessor Map 1N1W 12AA;
384. Thence southeasterly 301 feet, more or less, along said southerly line of Lot 2 and the southerly line of Lots 3, 4, and 6 of Block F of said Plat to the intersection of the westerly right-of-way line of N Polk Avenue, Assessor Map 1N1W 12AA;
385. Thence easterly 65 feet, more or less, to the easterly right-of-way line of N Polk Avenue at the intersection of the north line of the south half of Lot 2, Block E of the Plat of “Elizabeth Caples Addition”, Assessor Map 1N1W 12AA;
386. Thence southeasterly 100 feet, more or less, along said north line of the south half of Lot 2 to its intersection with the easterly line of said Lot 2, Assessor Map 1N1W 12AA;
387. Thence southwesterly 25 feet, more or less, along said easterly line of Lot 2 to its intersection with the northerly line of Lot 14, Block E of said Plat, Assessor Map 1N1W 12AA;
388. Thence southeasterly 1695 feet, more or less, along said northerly line of said Lot 14 and along the northerly line of Lots 9, 10, 11, 12, 13 of Block E of the Plat of “Elizabeth Caples Addition”, the east-west division line of Block 2 of the Plat of “South St Johns”, the east-west division line of Blocks D, E, and F of the Plat of “St Cloud Heights”, to its intersection with the westerly right-of-way line N Ida Avenue, Assessor Map 1N1E 7BC;
389. Thence easterly 72 feet, more or less, to the easterly right-of-way line of N Ida Avenue at its intersection with a line parallel to and 16.66 feet southerly of the northerly line of Tract 20 of the Plat of “Northern Hill Acres”, Assessor Map 1N1E 7BD;
390. Thence northeasterly 208 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the east-west division line of Block C of the Plat of “St Clouds Heights”, Assessor Map 1N1E 7BA;
391. Thence northwesterly 66 feet, more or less, along said southeasterly extension of the east-west division line of said Block C to the westerly right-of-way line of N Ida Avenue, Assessor Map 1N1E 7BA;
392. Thence northeasterly 171 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Central Street, Assessor Map 1N1E 7B;
393. Thence northwesterly 804 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Burr Avenue, Assessor Map 1N1E 7B;
394. Thence northeasterly 919 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Smith Street, Assessor Map 1N1E 7B;
395. Thence southeasterly 819 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Ida Ave, Assessor Map 1N1E 7BA;
396. Thence southwesterly 828 feet, more or less, along said westerly right-of-way line to its intersection with the northwesterly extension of the east-west division line of Block 2 of the Plat of “High School Addition”, Assessor Map 1N1E 7BA;
397. Thence southeasterly 63 feet, more or less, along said northwesterly extension of the east-west division line of said Block 2 to its intersection with the easterly right-of-way line of N Ida Avenue, Assessor Map 1N1E 7BA;
398. Thence southwesterly 170 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Central Street, Assessor Map 1N1E 7BA;
399. Thence southeasterly 215 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Heppner Avenue, Assessor Map 1N1E 7BD;
400. Thence southwesterly 300 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 16.66 feet southerly of the northerly line of Tract 20 of the Plat of “Northern Hill Acres”, Assessor Map 1N1E 7BD;

401. Thence southeasterly 60 feet, more or less, along a line to the easterly right-of-way line of N Heppner Avenue at the intersection of the southerly right-of-way line of a 15.00 feet wide Alley, Assessor Map 1N1E 7BD;
402. Thence southeasterly 128 feet, more or less, along said southerly right-of-way line of the Alley to its intersection with the southerly line of Lot 6 of the Plat of “Northern Hill Acres”, Assessor Map 1N1E 7BD;
403. Thence southeasterly 99 feet, more or less, along said southerly line to its intersection with the westerly right-of-way line of N Gilbert Avenue, Assessor Map 1N1E 7BD;
404. Thence southwesterly 190 feet, more or less, along said westerly right-of-way line to its intersection with the centerline of N Lombard Street, Assessor Map 1N1E 7BD;
405. Thence southeasterly 413 feet, more or less, along said centerline to its intersection with the southwesterly extension of the westerly right-of-way line of N Carey Boulevard, also being the easterly right-of-way line of the Burlington Northern Railroad, Assessor Map 1N1E 7BD;
406. Thence northeasterly 4602 feet, more or less, along said westerly right-of-way line of N Carey Boulevard and the centerline of N Columbia Court to its intersection with the northerly line of the Plat of “College Place”, being a line parallel to and 50.00 northeasterly of the southwesterly right-of-way line of N Columbia Court, Assessor Map 1N1E 6DA;
407. Thence southeasterly 1865 feet, more or less, along said northerly line of the Plat of “College Place” and the southeasterly extension thereof to its intersection with the centerline of N Columbia Boulevard and the centerline of N Fiske Avenue, Assessor Map 1N1E 5CD;
408. Thence southeasterly 5071 feet, more or less, along the centerline of N Columbia Boulevard to its intersection with the southerly extension of the west line of Tax Lot 200, Assessor Map 1N1E 9BB;
409. Thence northerly 1429 feet, more or less, to the southerly mean high- water line of the Columbia Slough, Assessor Map 1N1E 9;
410. Thence southeasterly 3160 feet, more or less, along said southerly mean high water line to its intersection with the westerly right-of-way line of N Denver Avenue, Assessor Map 1N1E 9AB;
411. Thence northerly 204 feet, more or less, along said westerly right-of-way line to a point that lies North 175.9 feet and West 2188.6 feet from the Northeast Corner of the John Rankin Donation Land Corner, at the southerly northeasterly corner of Tax Lot 100, Assessor Map 1N1E 9AB;
412. Thence northwesterly 510 feet, more or less, to the southeasterly corner of Delta Park, at the southeast corner of Tax Lot 400, Assessor Map 1N1E 4;
413. Thence northerly 997 feet, more or less, along the southerly easterly line of said Tax Lot 400 to the most southerly corner of that tract of land conveyed to Oregon Department of Transportation by Deed Book 2511 Page 406, as recorded in 1991, Assessor Map 1N1E 4DD;
414. Thence northwesterly 530 feet, more or less, along the easterly end northerly lines of said Deed Book to the northwesterly corner thereof, on the southerly easterly line of Tax Lot 400, Assessor Man 1N1E 4;
415. Thence westerly 66 feet, more or less, along said southerly easterly line of said Tax Lot 400 to its intersection with the southerly right-of-way line of N Victory Boulevard and the westerly right-of-way line of N Expo Road, Assessor Map 1N1E 4;
416. Thence northerly 30 feet, more or less, to the intersection of the northerly right-of-way line of N Victory Boulevard and the westerly right-of-way line of N Expo Road, on the easterly line of said Tax Lot 400, Assessor Map 1N1E 4;
417. Thence northerly 2081 feet, more or less, along the east line of said Tax Lot 400 and the east line of Tax lot 400, Assessor Map 1N1E 4A, to the southeasterly corner of Tax Lot 401, Assessor Map 1N1E 4A;
418. Thence northwesterly 1087 feet, more or less, along the easterly and northerly line of said Lot 401 to the northwesterly corner of said Tax Lot 401, Assessor Map 1N1E 4A;

419. Thence northwesterly 500 feet, more or less, along the northeasterly line of Tax Lot 400, Assessor Map 1N1E 4A and the easterly line of Tax Lot 402, Assessor Map 1N1E 4A to the northeasterly corner of said Tax Lot 402, Assessor Map 1N1E 4A;
420. Thence northwesterly 1259 feet, more or less, along the northerly line of said Tax Lot 402 and the northerly line of said Tax Lot 400 to the most southwesterly corner of Tax Lot 202, Assessor Map 2N1E 33;
421. Thence northeasterly 417 feet, more or less, along the westerly line of said Tax Lot 202 and the southerly westerly line of Tax Lot 200, Assessor Map 2N1E 33, to the northeasterly corner of Tax Lot 100, Assessor Map 1N1E 4;
422. Thence northwesterly 609 feet, more or less, along the northerly line of said Tax Lot 100 to its intersection with the easterly right-of-way line of N Force Avenue, Assessor Map 2N1E 33;
423. Thence northeasterly 934 feet, more or less, along said easterly right-of-way line and the northeasterly extension thereof to its intersection with the southerly mean high-water line of the Oregon Slough, Assessor Map 2N1E 33D;
424. Thence southeasterly 8707 feet, more or less, along said southerly mean high water line to its intersection with the westerly line of Tax Lot 500, Assessor Map 1N1E 2BC;
425. Thence southerly 70 feet, more or less, along said westerly line of Tax Lot 500 to its intersection with the northerly right-of-way line of NE Bridgeton Road, Assessor Map 1N1E 2BC;
426. Thence southeasterly 1257 feet, more or less, along said northerly right-of-way line to its intersection with the northerly right-of-way line of NE Marine Drive, Assessor Map 1N1E 2BD;
427. Thence southwesterly 265 feet, more or less, along a line to the southeasterly right-of-way line of NE Marine Drive at the most northerly corner of Tract ‘G’ of the Plat of Mariner’s Gale”, Assessor Map 1N1E 2B;
428. Thence southwesterly 1050 feet, more or less, along the easterly and southerly lines of said Tract “G” to the northwest corner of Lot 105 of the Plat of “Mariner’s Gale”, Assessor Map 1N1E 2BC;
429. Thence southerly 149 feet, more or less, along the westerly line of said Lot 105 and the southerly extension thereof to its intersection with the centerline of NE Faloma Road, Assessor Map 1N1E 2BC;
430. Thence northwesterly 348 feet, more or less, along said centerline to its intersection with the centerline of NE 6th Drive, Assessor Map 1N1E 2BC;
431. Thence southwesterly 425 feet, more or less, along said centerline to its intersection with the southeasterly extension of the southerly line of Lot 19 of the Plat of “South Shore Acres”, Assessor Map 1N1E 2BC;
432. Thence northwesterly 403 feet, more or less, along said southeasterly extension and the southerly line of said Lot 19 and along the southerly line of Lot 20 of said Plat to its intersection with the easterly line of Lot 21 of said Plat, Assessor Map 1N1E 3AD;
433. Thence northeasterly 335 feet, more or less, along said easterly line of Lot 21 and its northeasterly extension thereof to its intersection of the northerly right-of-way line of NE Marine Drive, Assessor Map 1N1E 3AD;
434. Thence westerly 3638 feet, more or less, along said northerly right-of-way line to its intersection with the westerly line of Tax Lot 1100, Assessor Map 1N1E 3BA;
435. Thence northerly 25 feet, more or less, along said westerly line to its intersection with the northerly right-of-way line of N Marine Drive, Assessor Map 1N1E 3BA;
436. Thence northwesterly 488 feet, more or less, along said northerly right-of-way line to its intersection with the easterly line of Document Number 98-178873, a point that is 184.40 feet, easterly of the southwesterly corner of Tax Lot 1700, Assessor Map 1N1E 3BA;
437. Thence southerly 17 feet, more or less, along said easterly line to a point that is 30.00 feet northerly from the centerline of N Marine Drive, Assessor Map 1N1E 3BA;
438. Thence northwesterly 944 feet, more or less, along a line parallel to and 30.00 feet northerly of the centerline of N Marine Drive to its intersection with the northeasterly right-of-way line of N Martin Luther King JR. Boulevard, Assessor Map 1N1E 3BB;

439. Thence northwesterly 45 feet, more or less, along said northeasterly right-of-way line to its intersection with the easterly right-of-way line of US Highway Interstate 5 and the Interstate 5 Entrance Ramp, Assessor Map 1N1E 3BB;
440. Thence northwesterly 1103 feet, more or less, along said easterly right-of-way line to its intersection with the westerly line of Tax Lot 2000, Assessor Map 2N1E 34C;
441. Thence northwesterly 324 feet, more or less, to the intersection of the northerly right-of-way line of N Pier 99 Street and the southerly easterly line of Tax Lot 100, Assessor Map 2N1E 33DD;
442. Thence northwesterly 354 feet, more or less, along said northerly right-of-way line to its intersection with the westerly line of said Tax Lot 100, Assessor Map 2N1E 33DD;
443. Thence westerly 198 feet, more or less, along the following courses: North 65°20'53" West 87.09 feet, North 83°05'54" West 85.58 feet, South 74°03'12" West 15.18 feet, and a long a curve to the left with a Radius of 46.95 feet, Delta of 12°05'13, Length of 9.96 feet, and a Chord of South 70°24'58" West 9.94 feet, to the most westerly corner of Tax Lot 800, Assessor Map 2N1E 33DD;
444. Thence southeasterly 269 feet, more or less, along the westerly line of said Tax Lot 800 to its intersection with the easterly right-of-way line of US Highway Interstate 5 and the Swift-Union Connector, at the northwesterly corner of Tax Lot 100, Assessor Map 1N1E 4AA;
445. Thence southwestery 673 feet, more or less, along the west line of Tax Lots 100, 300, and 400, Assessor Map 1N1E 4AA to a point that is 3.75 feet, southerly of the northwest corner of said Tax Lot 400, Assessor Map 1N1E 4AA;
446. Thence westerly 133 feet, more or less, to a point on the easterly line of Tax Lot 201, Assessor Map 2N1E 33 at a point that is 249.06 feet northerly of the southeasterly corner of said Tax Lot 201, Assessor Map 2N1E 33;
447. Thence southerly 213 feet, more or less, along said easterly line of Tax Lot 201 to its intersection with the centerline of N Expo Road, County Road No. 4205, Assessor Map 1N1E 4AA;
448. Thence southerly 1767 feet, more or less, along said centerline to a point that is 118 feet westerly of Engineers Station 135+14.87 of the centerline of the Pacific Highway as described in Deed Book 2511 Page 406, Assessor Map 1N1E 4DD;
449. Thence southerly 1284 feet, more or less, to a point that is 79 feet westerly of Engineers Station 147+95.02 of the FD3 centerline as described in Deed Book 2511 Page 406, Assessor Map 1N1E 4;
450. Thence southerly 451 feet, more or less, to a point that is 83.61 feet westerly of Engineers Station 152+48.14 of said FD3 centerline, Assess Map 1N1E 4;
451. Thence southerly 676 feet, more or less, along the following courses: South 12°04'52" West 86.63 feet, then along a curve to the left with a Radius of 839.38 feet, Delta of 14°23'04", Length of 210.73 feet, and a Chord of South 04°53'20" West 210.18 feet, and then South 00°38'13" East 378.72 feet to a point that is 34.98 feet easterly of Engineers Station 159+10.08 of the DA centerline as described in Deed Book 2511 Page 406, Assessor Map 1N1E 4;
452. Thence southeasterly 112 feet, more or less, along said line between the northeast corner of Tax Lot 200 and the northwest corner of Tax Lot 100, to the westerly right-of-way line of US Highway Interstate 5 at the northwesterly corner of Tax Lot 100, Assessor Map 1N1E 4DD;
453. Thence easterly 373 feet, more or less, along the northerly line of said Tax Lot 100 to the northeast corner of said Tax Lot 100 and the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 4DD;
454. Thence southeasterly 1305 feet, more or less, along the said westerly right-of-way line to its intersection with the easterly line of Tax Lot 500, Assessor Map 1N1E 9AA;
455. Thence northeasterly 145 feet, more or less, to the easterly right-of-way line of US Highway Interstate 5 at the most westerly corner of Tax Lot 400, Assessor Map 1N1E 10BB;
456. Thence northerly 1223 feet, more or less, along said easterly right-of-way line to its intersection with the northerly line of Tax Lot 1200, Assessor Map 1N1E 3CC;

457. Thence northerly 380 feet, more or less, to the southwesterly corner of Tax Lot 400, Assessor Map 1N1E 3CC;
458. Thence northerly 100 feet, more or less, along the southerly westerly line of said Tax Lot 400 to the northwest corner of said Tax Lot 400, Assessor Map 1N1E 3CC;
459. Thence easterly 40 feet, more or less, along the westerly northerly line of said Tax Lot 400 to the angle point in the north line of said Tax Lot 400, Assessor Map 1N1E 3CC;
460. Thence northeasterly 51 feet, more or less, along the northerly westerly line of said Tax Lot 400 and the northeasterly extension thereof to its intersection with the centerline of N Whitaker Road, Assessor Map 1N1E 3CC;
461. Thence southeasterly 1070 feet, more or less, along said centerline to its intersection with the westerly extension of the southerly line of the Plat of “Delta Meadows”, Assessor Map 1N1E 3CC;
462. Thence easterly 1413 feet, more or less, along said easterly extension and the southerly line of said Plat to its intersection with the southerly extension of the most easterly line of Lot 2, Block 2 of said Plat, Assessor Map 1N1E 3C;
463. Thence northerly 25 feet, more or less, along said southerly extension of the most easterly line of said Lot 2, to the intersection with a line that is parallel to and 24.87 feet northerly of the easterly extension of the southerly line of the Plat of “Delta Park”, Assessor Map 1N1E 3C;
464. Thence westerly 356 feet, more or less, along said line that is parallel to and 24.87 feet northerly of the easterly extension of the southerly line of said Plat to its intersection with a line that is parallel to and 25 feet easterly of the southerly easterly line of Lot 2, Block 2 of said Plat, Assessor Map 1N1E 3C;
465. Thence northerly 175 feet, more or less, along said line that is parallel to and 25 feet easterly of the southerly east line of said Lot 2 to its intersection with the northerly line of Tax Lot 500, Assessor Map 1N1E 3C;
466. Thence northwesterly 565 feet, more or less, along said northerly line of Tax Lot 500 to its intersection with the southeasterly right-of-way line of N Hayden Meadows Drive, Assessor Map 1N1E 3C;
467. Thence northerly 1401 feet, more or less, along said southeasterly right-of-way line to its intersection with the southerly extension of the southerly east line of Lot 16, Block 1 of the Plat of “Delta Meadows”, Assessor Map 1N1E 3CB;
468. Thence northerly 319 feet, more or less, along said southerly extension and the east line of said Lot 16 to its intersection with the northerly line of said Plat, Assessor Map 1N1E 3CB;
469. Thence easterly 810 feet, more or less, along said northerly line to its intersection with a line that is parallel to and 6 feet westerly of the east line of Lot 24, Block 1 of the Plat of “Delta Meadows”, Assessor Map 1N1E 3CA;
470. Thence southerly 314 feet, more or less, along said line that is parallel to and 6 feet westerly of the east line of said Lot 24 and the southerly extension thereof to its intersection with the southerly right-of-way line of N Hayden Meadows Drive, Assessor Map 1N1E 3CA;
471. Thence southeasterly 251 feet, more or less, along said southerly right-of-way line and the westerly right-of-way line of N Kerby Avenue, to its intersection with the northerly line of Tax Lot 1500, Assessor Map 1N1E 3CA;
472. Thence westerly 610 feet, more or less, along said northerly line and the westerly line of said Tax Lot 1500 to its intersection with the southerly line of Block 2 of the Plat of “Delta Park, at a point that is 111 feet, more or less, easterly of the southwest corner of Lot 11, Block 2 of said Plat, Assessor Map 1N1E 3CA;
473. Thence easterly 535 feet, more or less, along the southerly line of said Block 2 to its intersection with the westerly line of Lot 2, Block 3 of said Plat, Assessor Map 1N1E 3C;
474. Thence southeasterly 445 feet, more or less, along the southwesterly line of said Lot 2, Block 3 to the southeasterly corner of said Lot 2, Assessor Map 1N1E 3C;

475. Thence northerly 552 feet, more or less, along the easterly line of said Lot 2, Block 3 to its intersection with the southerly line of Lot 1, Block 3 of said Plat, Assessor Map 1N1E 3C;
476. Thence northeasterly 391 feet, more or less, along said southerly line and its northeasterly extension thereof to its intersection with the westerly right-of-way line of N Martin Luther King JR Boulevard, Assessor Map 1N1E 3D;
477. Thence southerly 2468 feet, more or less, along said westerly right-of-way line to its intersection with the westerly right-of-way line of N Vancouver Avenue, Assessor Map 1N1E 10A;
478. Thence southerly 1728 feet, more or less, along said westerly right-of-way line to its intersection with the northerly mean high-water line of the Columbia Slough, Assessor Map 1N1E 10A;
479. Thence westerly 3805 feet, more or less, along said mean ordinary high-water line to its intersection with the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10BB;
480. Thence northerly 345 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Schmeer Road, Assessor Map 1N1E 10BB;
481. Thence westerly 273 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 9AA;
482. Thence southerly 349 feet, more or less, along said westerly right-of-way line to its intersection with the northerly mean high-water line of the Columbia Slough, Assessor Map 1N1E 9AA;
483. Thence westerly 1405 feet, more or less, along said northerly mean high water line to its intersection with the easterly right-of-way line of N Denver Avenue, Assessor Map 1N1E 9AA;
484. Thence southerly 189 feet, more or less, along said easterly right-of-way line to its intersection with the southerly mean high-water line of the Columbia Slough, Assessor Map 1N1E 9AA;
485. Thence easterly 1652 feet, more or less, along said southerly mean high water line to its intersection with the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10BC;
486. Thence southerly 1397 feet, more or less, along said westerly right-of-way line to its intersection with the northerly line of Tax Lot 1200, at the southeast corner of Tax Lot 1000, Assessor Map 1N1E 10BC;
487. Thence southeasterly 276 feet, more or less, along the northerly line of said Tax Lot 1200 to the most easterly corner of said Tax Lot 1200, Assessor Map 1N1E 10BC;
488. Thence westerly 265 feet, more or less, along the southerly line of said Tax Lot 1200 to its intersection with the easterly line of Tax Lot 900, Assessor Map 1N1E 10BC;
489. Thence southerly 41 feet, more or less, along said easterly line to the southeast corner of said Tax Lot 900, Assessor Map 1N1E 10BC;
490. Thence southeasterly 171 feet, more or less, to the most northerly corner of Tax Lot 6800, Assessor Map 1N1E 10CB;
491. Thence southeasterly 320 feet, more or less, along the northeasterly line of said Tax Lot 6800 to the northeasterly corner of said Tax Lot 6800, Assessor Map 1N1E 10CB;
492. Thence southerly 73 feet, more or less, along the easterly line of said Tax Lot 6800 to the southeasterly corner of said Tax Lot 6800, Assessor Map 1N1E 10CB;
493. Thence northwesterly 266 feet, more or less, along the southerly line of said Tax Lot 6800 to its intersection with the westerly right-of-way line of US Highway Interstate 5, at the northeasterly corner of Tax Lot 6700, Assessor Map 1N1E 10CB;
494. Thence southerly 578 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Kilpatrick Street, at the southeast corner of Lot 10, Block 14 of the Plat of “Fairport”, Assessor Map 1N1E 10CB;
495. Thence southerly 306 feet, more or less, along the easterly edge of pavement of N Minnesota Avenue to the midpoint of the southeasterly curve at the intersection of N Minnesota Avenue and N Watts Street, Assessor Map 1N1E 10CB;

496. Thence southeasterly 22 feet, more or less, to a point on the north line of Lot 11, Block 12 of the Plat of “Fairport” at a point that is 40.00 feet easterly of the northwest corner of said Lot 11, Assessor Map 1N1E 10CB;
497. Thence southeasterly 101 feet, more or less, to a point on the south line of Lot 14, Block 17 of said Plat that is 55 feet easterly of the southwest corner of said Lot 14, Assessor Map 1N1E 10CB;
498. Thence westerly 55 feet, more or less, along said south line of Lot 14 to the northeast corner of Parcel 1 of Partition Plat Number 1996-134; Assessor Map 1N1E 10CB;
499. Thence southerly 100 feet, more or less, along the east line of said Parcel 1 to its intersection with the northerly right-of-way line of N Winchell Street, Assessor Map 1N1E 10CB;
500. Thence southerly 334 feet, more or less, along the easterly edge of pavement of N Minnesota Avenue to the midpoint of the southeasterly curve at the intersection of N Minnesota Avenue and N Terry Street, Assessor Map 1N1E 10CC;
501. Thence southeasterly 11 feet, more or less, to a point on the north line of Lot 1, Block 1 of the Plat of “Haley’s Addition” that is 48.08 feet from the northwest corner of said Lot 1, Assessor Map 1N1E 10CC;
502. Thence southwesterly 201 feet, more or less, to a point on the south line of Lot 13, Block 1 of said Plat that is 31.06 feet from the southwest corner of said Lot 13, Assessor Map 1N1E 10CC;
503. Thence southwesterly 21 feet, more or less, to the midpoint of the northeasterly curve at the intersection of N Minnesota Avenue and N Farragut Street, Assessor Map 1N1E 10CC;
504. Thence southerly 290 feet, more or less, along the easterly edge of pavement of N Minnesota Avenue to the midpoint of the southeasterly curve at the intersection of N Minnesota Avenue and N Baldwin Street, Assessor Map 1N1E 10CC;
505. Thence southeasterly 4 feet, more or less, to the northeast corner of Lot 6, Block 4 of the Plat of “Avenue Homes”, on the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CC;
506. Thence southerly 707 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Lombard Street, Assessor Map 1N1E 10CC;
507. Thence easterly 782 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CC;
508. Thence northerly 215 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Russet Street, Assessor Map 1N1E 10CC;
509. Thence northwesterly 79 feet, more or less, along the southerly and easterly curb line of N Russet Street to its intersection with the southerly extension of the west line of Lot 19, Block 21 of the Plat of “Fairport”, Assessor Map 1N1E 10CC;
510. Thence northwesterly 407 feet, more or less, along said southerly extension and the easterly right-of-way line of US Highway Interstate 5 to its intersection with the southerly right-of-way line of N Baldwin Street, Assessor Map 1N1E 10CC;
511. Thence northeasterly 11 feet, more or less, to the midpoint of the southwesterly curve on the edge of pavement at the intersection of N Missouri Avenue and N Baldwin Street, Assessor Map 1N1E 10CC;
512. Thence northerly 277 feet, more or less, along the westerly edge of pavement of N Missouri Avenue to the midpoint on the curve of the northwesterly intersection of N Missouri Avenue and N Farragut Street, Assessor Map 1N1E 10CC;
513. Thence northwesterly 27 feet, more or less, to the intersection of the south line of Lot 8, Block 1 of the Plat of “Fairport” and the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CC;
514. Thence northerly 200 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Terry Street, Assessor Map 1N1E 10CC;
515. Thence northeasterly 27 feet, more or less, to the midpoint of the southwesterly curve on the edge of pavement at the intersection of N Missouri Avenue and N Terry Street,

- Assessor Map 1N1E 10CC;
516. Thence northerly 638 feet, more or less, along the westerly edge of pavement of N Missouri Avenue to the midpoint of the northwesterly curve at the intersection of N Missouri Avenue and N Winchell Street, Assessor Map 1N1E 10CC;
517. Thence northwesterly 30 feet, more or less, to the intersection of the south line of Lot 8, Block 5 of the Plat of “Fairport” and the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CB;
518. Thence northerly 200 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of N Watts Street, Assessor Map 1N1E 10CB;
519. Thence northeasterly 23 feet, more or less, to the midpoint of the southwesterly curve on the edge of pavement at the intersection of N Missouri Avenue and N Watts Street, Assessor Map 1N1E 10CB;
520. Thence northerly 274 feet, more or less, along the westerly edge of pavement of N Missouri Avenue to the midpoint of the northwesterly curve at the intersection of N Missouri Avenue and N Kilpatrick Street, Assessor Map 1N1E 10CB;
521. Thence northwesterly 20 feet, more or less, to the intersection of the south line of Block 9 of the Plat of “Fairport” and the easterly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 10CB;
522. Thence northerly 378 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Block 9 of the Plat of “Fairport”, Assessor Map 1N1E 10CB;
523. Thence northwesterly 199 feet, more or less, to the southeasterly corner of Tax Lot 200, Assessor Map 1N1E 10CB;
524. Thence northwesterly 132 feet, more or less, along the southerly line of said Tax Lot 200 to the southwesterly corner of said Lot 200, Assessor Map 1N1E 10CB;
525. Thence northerly 63 feet, more or less, along the westerly line of said Tax Lot 200, to the northwesterly corner of said Tax Lot 200, Assessor Map 1N1E 10CB;
526. Thence northeasterly 101 feet, more or less, to the intersection of the easterly right-of-way line of US Highway Interstate 5 and the northerly right-of-way line of N Columbia Boulevard, at the southwest corner of Tax Lot 700, Assessor Map 1N1E 10BC;
527. Thence northerly 713 feet, more or less, along said easterly right-of-way line to the southwest corner of Tax Lot 300, Assessor Map 1N1E 10BC;
528. Thence northeasterly 431 feet, more or less, along the westerly and northerly lines of said Tax Lot 300 to the northwest corner of Tax Lot 200, Assessor Map 1N1E 10BC;
529. Thence southeasterly 589 feet, more or less, along the northerly line of said Tax Lot 200 to the most northerly corner of Tax Lot 400, Assessor Map 1N1E 10BD;
530. Thence easterly 302 feet, more or less, to the intersection of the southerly mean high water line of the Columbia Slough and the northerly extension of the west line of the Plat of “Swinton” on the easterly right-of-way line of Columbia Boulevard Interchange, Assessor Map 1N1E 10BD;
531. Thence southerly 788 feet, more or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of N Columbia Boulevard, Assessor Map 1N1E 10CA;
532. Thence easterly 1884 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of N Vancouver Avenue, Assessor Map 1N1E 10DB;
533. Thence southerly 930 feet, more or less, along said westerly right-of-way line to its intersection with the southerly right-of-way line of Oregon Western Railroad Company, Assessor Map 1N1E 10DB;
534. Thence southeasterly 2257 feet, more or less, along said southerly right-of-way line to its intersection with the centerline of NE Martin Luther King JR Boulevard, Assessor Map 1N1E 111CC;
535. Thence southeasterly 308 feet, more or less, to the southerly right-of-way line of NE Winchell Street and along said southerly right-of-way line to its intersection with the east line of Lot 19, Block 15 of the Plat of “EL Tovar”, Assessor Map 1N1E 11CC;

536. Thence southerly 152 feet, more or less, along the east line of said Lot 19 and the east line of Lot 12, Block 15 of said Plat to its intersection with the north right-of-way line of NE Russet Street, Assessor Map 1N1E 11CC;
537. Thence westerly 143 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 22, Block 14 of the Plat of “El Tovar”, Assessor Map 1N1E 11CC;
538. Thence southerly 50 feet, more or less, along said northerly extension to its intersection with the southerly right-of-way line of NE Russet Street, Assessor Map 1N1E 11CC;
539. Thence easterly 343 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 11CC;
540. Thence southerly 200 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Lombard Street, Assessor Map 1N1E 11CC;
541. Thence westerly 344 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 22, Block 13 of the Plat of “El Tovar”, Assessor Map 1N1E 11CC;
542. Thence southerly 80 feet, more or less, along said northerly extension to its intersection with the southerly right-of-way line of NE Lombard Street, Assessor Map 1N1E 14BB;
543. Thence easterly 244 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 18, Block 13 of said Plat, Assessor Map 1N1E 14BB;
544. Thence southerly 100 feet, more or less, along said east line to its intersection with the east-west division line of Block 13 of said Plat, Assessor Map 1N1E 14BB;
545. Thence westerly 150 feet, more or less, along said east-west division line of said Block 13 to its intersection with the west line of Lot 11, Block 13 of said Plat, Assessor Map 1N1E 14BB;
546. Thence southerly 350 feet, more or less, along said west line and the southerly extension thereof, along the west line of Lots 20 and 11 of Block 12, of the Plat of “El Tovar”, to its intersection with the northerly right-of-way line of NE Holland Street, Assessor Map 1N1E 14BB;
547. Thence westerly 96 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 22, Block 11 of the Plat of “El Tovar”, Assessor Map 1N1E 14BB;
548. Thence southerly 984 feet, more or less, along said northerly extension and the west line of said Lot 22 and the southerly extension thereof, along the west line of Lot 9, Block 11, the west line of Lots 22 and 9 of Block 10, and the north-south division line of Block 9 of said Plat, to its intersection with the southerly right-of-way line of NE Bryant Street, Assessor Map 1N1E 14BC;
549. Thence easterly 90 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 14BC;
550. Thence southerly 415 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 17, Block 28 of the Plat of “Woodlawn”, Assessor Map 1N1E 14BC;
551. Thence easterly 320 feet, more or less, along said westerly extension and the north line of said Lot 17 and the easterly extension thereof, along the north line of Lot 18, Block 28 of said Plat, to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 14BC;
552. Thence northerly 50 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 16, Block 39 of the Plat of “Woodlawn”, Assessor Map 1N1E 14BC;
553. Thence easterly 100 feet, more or less, along said north line to its intersection with the west line of Lot 15, Block 39 of said Plat, Assessor Map 1N1E 14BC;
554. Thence southerly 50 feet, more or less, along said west line to its intersection with the north line of Lot 18, Block 39 of said Plat, Assessor Map 1N1E 14BC;
555. Thence easterly 100 feet, more or less, along said north line to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 14BC;

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

574. Thence westerly 1030 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Block 9 of said Plat, along the north line of Lots 10 and 3 of Block 4 of the Plat of “Maxwell”, and the north line of Lot 27, Block 1 of the Plat of “Maxwell”, to its intersection with the north-south division line of Block 1 of the Plat of “Maxwell”, Assessor Map 1N1E 14BC;
575. Thence southerly 375 feet, more or less, along said north-south division line to its intersection with the easterly extension of the north line of Lot 20, Block 1 of said Plat, Assessor Map 1N1E 14BC;
576. Thence easterly 100 feet, more or less, along said easterly extension to its intersection with the westerly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 14BC;
577. Thence southerly 1400 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Ainsworth Street, Assessor Map 1N1E 14CB;
578. Thence easterly 205 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the westerly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 14CB;
579. Thence southerly 391 feet, more or less, along said northerly extension and the westerly right-of-way line of NE 6th Avenue to its intersection with the southerly right-of-way line of NE Simpson Street, Assessor Map 1N1E 14CC;
580. Thence westerly 125 feet, more or less, along said southerly right-of-way line to its intersection with the east line of the west half of Lot 8, Block 5 of the Plat of “Cloverdale Extension”, Assessor Map 1N1E 14CC;
581. Thence southerly 100 feet, more or less, along said west line of the west half of Lot 8 to its intersection with the north line of Lot 13, Block 5 of said Plat, Assessor Map 1N1E 14CC;
582. Thence westerly 25 feet, more or less, along said north line to its intersection with the west line of said Lot 13, Assessor Map 1N1E 14CC;
583. Thence southerly 672 feet, more or less, along said west line and the southerly extension thereof, along the west line of Lot 6, Block 4 of the Plat of “Cloverdale Extension”, the west line of Lots 21 and 6 of Block 3 of the Plat of “Cloverdale Tract”, the west line of Lots 8 and 23 of Block 2 of the Plat of “Cloverdale Tract”, to its intersection with the southerly right-of-way line of NE Church Street, Assessor Map 1N1E 14CC;
584. Thence easterly 400 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 14CC;
585. Thence southerly 190 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 14CC;
586. Thence easterly 200 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the westerly right-of-way line of NE 8th Avenue, Assessor Map 1N1E 23BB;
587. Thence southerly 220 feet, more or less, along said northerly extension and the westerly right-of-way line of NE 8th Avenue to its intersection with the southerly right-of-way line of NE Killingsworth Court, Assessor Map 1N1E 23BB;
588. Thence westerly 320 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 2, Block 5 of the Plat of “Waits Cloverdale Annex”, Assessor Map 1N1E 23BB;
589. Thence southerly 130 feet, more or less, along said east line to its intersection with the northerly right-of-way line of NE Emerson Street, Assessor Map 1N1E 23BB;
590. Thence westerly 60 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 23BB;
591. Thence southerly 40 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Emerson Street, Assessor Map 1N1E 23BB;
592. Thence easterly 120 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 7, Block 2 of the Plat of “Roselawn”, Assessor Map 1N1E 23BB;

593. Thence southerly 198 feet, more or less, along said east line and along a line parallel to and 10 feet westerly of the east line of Lot 4, Block 5 of the Plat of “Roselawn”, to its intersection with the northerly right-of-way line of NE Roselawn Street, Assessor Map 1N1E 23BB;
594. Thence westerly 119 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 23BB;
595. Thence southerly 40 feet, more or less, along the southerly extension of said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Roselawn Street at a point on the north line of Lot 12, Block 7 of the Plat of “Roselawn” that is 8.96 feet westerly of the northeast corner of said Lot 12, Assessor Map 1N1E 23BB;
596. Thence westerly 31 feet, more or less, along said southerly right-of-way line to its intersection with the easterly line of the Plat of “Walnut Park West”, Assessor Map 1N1E 23BB;
597. Thence southerly 63 feet, more or less, along said easterly line to its intersection with the northerly line of the Plat of “Arleta Park”, Assessor Map 1N1E 23BB;
598. Thence westerly 30 feet, more or less, along said northerly line to its intersection with the west line of Lot 99 of the Plat of “Arleta Park”, Assessor Map 1N1E 23BB;
599. Thence southerly 135 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Sumner Street, Assessor Map 1N1E 23BB;
600. Thence westerly 200 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 124 of said Plat, Assessor Map 1N1E 23BB;
601. Thence southerly 85 feet, more or less, along said west line to the northeast corner of Lot 126 of said Plat, Assessor Map 1N1E 23BB;
602. Thence westerly 25 feet, more or less, along the north line of said Lot 126 to the northwest corner thereof, Assessor Map 1N1E 23BB;
603. Thence southerly 85 feet, more or less, along the west line of said Lot 126 to its intersection with the northerly right-of-way line of NE Webster Street, Assessor Map 1N1E 23BB;
604. Thence easterly 75 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the easterly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 23BB;
605. Thence southerly 210 feet, more or less, along said northerly extension and the easterly right-of-way line of NE Grand Avenue to its intersection with the north line of Lot 5 of Block 2 of the Plat of “Rosedale”, Assessor Map 1N1E 23BB;
606. Thence easterly 250 feet, more or less, along said north line and the easterly extension, along the north line of Lot 10, Block 2 of said Plat, to its intersection with the easterly right-of-way line of NE 6th Avenue, Assessor Map 1N1E 23BB;
607. Thence northerly 80 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 3, Block 3 of the Plat of “Rosedale”, Assessor Map 1N1E 23BB;
608. Thence easterly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 3 of the Plat of “Rosedale”, Assessor Map 1N1E 23BB;
609. Thence southerly 46 feet, more or less, along said north-south division line to its intersection with a line parallel to and 6 feet southerly of the north line of Lot 11, Block 3 of said Plat, Assessor Map 1N1E 23BB;
610. Thence easterly 100 feet, more or less, along said line parallel to and 6 feet southerly of the north line of Lot 11, Block 3 to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 23BB;
611. Thence southerly 149 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BB;
612. Thence easterly 50 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 23BB;
613. Thence northerly 75 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 6, Block 4 of the Plat of “Rosedale”, Assessor Map 1N1E 23BB;

614. Thence easterly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 4 of said Plat, Assessor Map 1N1E 23BB;
615. Thence southerly 75 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BB;
616. Thence easterly 150 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 8Th Avenue, Assessor Map 1N1E 23BB;
617. Thence northerly 72 feet, more or less, along said easterly right-of-way line to its intersection with a line parallel to and 1.5 feet southerly of the north line of Lot 6, Block 5 of the Plat of “Rosedale”, Assessor Map 1N1E 23BB;
618. Thence easterly 150 feet, more or less, along said line parallel to and 1.5 feet southerly of the north line of said Lot 6, along a line parallel to and 3 feet southerly of the north line of Lot 9, Block 5 of said Plat and the easterly extension thereof, and along the north line of lot 6, Block 6 of the Plat of “Rosedale”, and along the north line of Lot 6, Block 6 of the Plat of “Rosedale Annex” to its intersection with the north-south division line of Block 6 of the Plat of “Rosedale Annex”, Assessor Map 1N1E 23BA;
619. Thence southerly 75 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BA;
620. Thence easterly 150 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 10th Avenue, Assessor Map 1N1E 23BA;
621. Thence northerly 75 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 6, Block 7 of the Plat of “Rosedale Annex”, Assessor Map 1N1E 23BA;
622. Thence easterly 1099 feet, more or less, along said north line, the north line of Lot 9, Block 7 of said Plat, the north line of Lots 6 and 9 of Block 8 of said Plat, the north line of Lots 6 and 9 of Block 9 of said Plat, the north line of Lots 6 and 9 of Block 10 of said Plat, and the north line of Lot 6, Block 11 of said Plat, to its intersection with the west line of Block 23 of the Plat of “Vernon”, Assessor Map 1N1E 23AB;
623. Thence northerly 25 feet, more or less, along said west line to its intersection with the north line of Lot 7, Block 23 of the Plat of “Vernon”, Assessor Map 1N1E 23AB;
624. Thence easterly 356 feet, more or less, along said north line of Lot 7 and its easterly extension thereof, along the north line of Lots 7 and 10 of Block 24 of said Plat, to its intersection with the westerly right-of-way line of NE 15th Avenue, Assessor Map 1N1E 23AB;
625. Thence northerly 1038 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 19, Block 2 of the Plat of “Vernon”, Assessor Map 1N1E 23AB;
626. Thence westerly 200 feet, more or less, along said south line and along the south line of Lot 4, Block 2 of said Plat, to its intersection with the easterly right-of-way line of NE 14th Place, Assessor Map 1N1E 23AB;
627. Thence northerly 126 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 23AB;
628. Thence northerly 60 feet, more or less, to the intersection of the east line of Lot 2, Block 1 of the Plat of “Oakhurst” and the northerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 14DC;
629. Thence westerly 100 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of NE 14th Avenue, Assessor Map 1N1E 14DC;
630. Thence northerly 100 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 1, Block 1 of the Plat of “Oakhurst”, Assessor Map 1N1E 14DC;
631. Thence easterly 200 feet, more or less, along said north line and along the north line of Lots 2, 3, and 4 of Block 1 of said Plat, to its intersection with the westerly right-of-way line of NE 15th Avenue, Assessor Map 1N1E 14DC;
632. Thence easterly 61 feet, more or less, to the intersection with the easterly right-of-way line of NE 15th Avenue with a line parallel to and 10 feet northerly of the south line of Lot 6, Block 3 of the Plat of “Oakhurst”, Assessor Map 1N1E 14DC;

633. Thence easterly 100 feet, more or less, along said line parallel to and 10 feet northerly of the south line of said Lot 6, to its intersection with the north-south division line of Block 2 of said Plat, Assessor Map 1N1E 14DC;
634. Thence southerly 10 feet, more or less, along said north-south division line to its intersection with the north line of Lot 3, Block 2 of said Plat, Assessor Map 1N1E 14DC;
635. Thence easterly 360 feet, more or less, along said north line, the north line of Lot 4, Block 2 of said Plat, and the north line of Lots 1, 2, 3, and 4 of Block 3 of said Plat, to its intersection with the westerly right-of-way line of NE 17th Avenue, Assessor Map 1N1E 14DC;
636. Thence southerly 100 feet, more or less, along said westerly right-of-way to its intersection with the northerly right-of-way line of NE Killingsworth Street, at the southeast corner of Lot 4, Block 3 of the Plat of “Oakhurst”, Assessor Map 1N1E 14DC;
637. Thence southwesterly 60 feet, more or less, to the intersection of the southerly right-of-way line of NE Killingsworth Street and the east line of Lot 1, Block 4 of the Plat of “Vernon”, Assessor Map 1N1E 23AB;
638. Thence easterly 100 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 17th Avenue, Assessor Map 1N1E 23AB;
639. Thence southerly 101 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 8 feet southerly of the north line of Lot 19, Block 4 of the Plat of “Vernon”, Assessor Map 1N1E 23AB;
640. Thence westerly 200 feet, more or less, along said line parallel to and 8 feet southerly of said north line of Lot 19 and along a line parallel to and 9.4 feet southerly of the north line of Lot 4, Block 4 of the Plat of “Vernon” to its intersection with the easterly right-of-way line of NE 16th Avenue, Assessor Map 1N1E 23AB;
641. Thence northerly 102 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Killingsworth Street, Assessor Map 1N1E 23AB;
642. Thence westerly 50 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 16th Avenue, Assessor Map 1N1E 23AB;
643. Thence southerly 126 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Lot 19, Block 3 of the Plat of “Vernon”, Assessor Map 1N1E 23AB;
644. Thence westerly 100 feet, more or less, along said south line to its intersection with the north-south division line of Block 3 of said Plat, Assessor Map 1N1E 23AB;
645. Thence southerly 68 feet, more or less, along said north-south division line to its intersection with the north line of Lot 7, Block 3 of said Plat, Assessor Map 1N1E 23AB;
646. Thence westerly 100 feet, more or less, along said north line to its intersection with the easterly right-of-way line of NE 15th Avenue, Assessor Map 1N1E 23AB;
647. Thence southerly 970 feet, more or less, along said easterly right-of-way line to its intersection with the south line of Lot 6, Block 25 of the Plat of “Vernon”, Assessor Map 1N1E 23AB;
648. Thence easterly 1000 feet, more or less, along said south line and along the south line of Lot 11, Block 25 of said Plat, the south line of Lots 6 and 11 of Block 26 of said Plat, the south line of Lots 6 and 11 of Block 27 of said Plat, and the south line of Lots 6 and 11 of Block 28 of said Plat, to its intersection with the easterly right-of-way line of NE 19th Avenue, Assessor Map 1N1E 23AA;
649. Thence northerly 50 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 6, Block 29 of the Plat of “Vernon”, Assessor Map 1N1E 23AA;
650. Thence easterly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 29 of said Plat, Assessor Map 1N1E 23AA;
651. Thence southerly 50 feet, more or less, along said north-south division line to its intersection with the south line of Lot 11, Block 29 of said Plat, Assessor Map 1N1E 23AA;
652. Thence easterly 1100 feet, more or less, along said south line and along the south line of Lots 6 and 11, Block 30 of said Plat, the south line of Lots 6 and 11 of Block 31 of said Plat, the south

- line of Lots 6 and 11, Block 32 of said Plat, and the south line of Lots 6 and 11 of Block 33 of said plat, to its intersection with the westerly right-of-way line of NE 24th Avenue, Assessor Map 1N1E 23AA;
653. Thence southeasterly 54 feet, more or less, to the easterly right-of-way line of NE 24th Avenue at its intersection with the south line of Lot 8, Block 11 of the Plat of “Ina Park”, Assessor Map 1N1E 24BB;
654. Thence easterly 360 feet, more or less, along said south line and along the south line of Lot 13, Block 11 of said Plat, and the south line of Lot 8, Block 12 of said Plat, to its intersection with the east line of the west half of Block 12 of said Plat, Assessor Map 1N1E 24BB;
655. Thence southerly 40 feet, more or less, along said east line of the west half of Block 12 to its intersection with the north line of Lot 10, Block 12 of said Plat, Assessor Map 1N1E 24BB;
656. Thence northeasterly 13 feet, more or less, to the intersection of the west line of the east half of said Block 12, and a line parallel to and 9 feet northerly of the south line of Lot 12, Block 12 of said Plat, Assessor Map 1N1E 24BB;
657. Thence easterly 150 feet, more or less, along said parallel line and its easterly extension thereof to its intersection with the easterly right-of-way line of NE 26th Avenue, Assessor Map 1N1E 24BB;
658. Thence northerly 30 feet, more or less, along said easterly right-of-way line to its intersection with the north line of Lot 9, Block 13 of the Plat of “Ina Park”, Assessor Map 1N1E 24BB;
659. Thence easterly 680 feet, more or less, along said north line and along the north line of Lot 12, Block 12 of said Plat, the north line of Lots 9 and 12 of Block 13 of said Plat, the north line of Lots 9 and 12 of Block 14 of said Plat, and the north line of Lot 9 and 12 of Block 15 of said Plat, to its intersection with the east line of the west half of Lot 12, Block 15 of said Plat, Assessor Map 1N1E 24BB;
660. Thence southerly 19 feet, more or less, along said east line of the west half of said Lot 12 to its intersection with a line parallel to and 20 feet southerly of the north line of said Lot 12, Assessor Map 1N1E 24BB;
661. Thence easterly 49 feet, more or less, along said line parallel to and 20 feet southerly of the north line of said Lot 12 to its intersection with the westerly right-of-way line of NE 29th Avenue, Assessor Map 1N1E 24BA;
662. Thence northeasterly 40 feet, more or less, to the intersection of the easterly right-of-way line of NE 29th Avenue and a line parallel to and 10 feet northerly of the south line of Lot 10, Block 15 of the Plat of “Foxchase Addition”, Assessor Map 1N1E 24BA;
663. Thence northerly 40 feet, more or less, along said easterly right-of-way line to its intersection with the north line of said Lot 10, Assessor Map 1N1E 24BA;
664. Thence easterly 475 feet, more or less, along said north line and along the north line of Lot 7, Block 15 of said Plat, and the north line of Lots 10 and 7 of Block 14 of said Plat, to its intersection with the westerly right-of-way line of NE 31st Avenue, Assessor Map 1N1E 24BA;
665. Thence southerly 259 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 20, Block 5 of the Plat of “Elberta”, Assessor Map 1N1E 24BD;
666. Thence westerly 516 feet, more or less, along said north line and along the north line of Lot 3, Block 5 of said Plat, and the north line of Lots 20 and 3 of Block 4 of said Plat and the westerly extension thereof, to its intersection with the westerly right-of-way NE 29th Avenue, Assessor Map 1N1E 24BC;
667. Thence southerly 80 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 18, Block 3 of the Plat of “Elberta”, Assessor Map 1N1E 24BC;
668. Thence westerly 100 feet, more or less, along said north line to its intersection with the west line of the east half of Block 3 of said Plat, Assessor Map 1N1E 24BC;
669. Thence northerly 89 feet, more or less, along said west line of the east half of said Block 3 to its intersection with the north line of Lot 20 of said Block 3, Assessor Map 1N1E 24BC;

670. Thence northwesterly 11 feet, more or less, to the intersection of the east line of the west half of said Block 3 and a line parallel to and 12 feet northerly of the south line of Lot 2, Block 3 of said Plat, Assessor Map 1N1E 24BC;
671. Thence westerly 151 feet, more or less, along said line parallel to and 12 feet northerly of the south line of said Lot 2 to its intersection with the easterly right-of-way line of NE 28th Avenue, Assessor Map 1N1E 24BC;
672. Thence southwestwesterly 51 feet, more or less, to the intersection of the westerly right-of-way line of NE 28th Avenue and the north line of Lot 20, Block 2 of the Plat of “Elberta”, Assessor Map 1N1E 24BC;
673. Thence westerly 470 feet, more or less, along said north line, the north line of Lot 3, Block 2 of said Plat, the north line of Lot 3, Block 1 of said Plat, and the north line of Lot 3, Block 3 of the Plat of “Lester Park”, to its intersection with the easterly right-of-way line of NE 26th Avenue, Assessor Map 1N1E 24BC;
674. Thence northwesterly 54 feet, more or less, to the intersection of the westerly right-of-way line of NE 26th Avenue and the south line of the Plat of “Alberta Row”, Assessor Map 1N1E 24BC;
675. Thence westerly 100 feet, more or less, along said south line to its intersection with the west line of the east half of Block 2 of the Plat of “Lester Park”, Assessor Map 1N1E 24BC;
676. Thence northwesterly 27 feet, more or less, to the intersection of the east line of the west half of Block 2 of said Plat at the southeast corner of the Plat of “Alberta Townhouse Condominiums”, being the southeast corner of Lot 1, Block 2 of the Plat of “Lester Park”, Assessor Map 1N1E 24BC;
677. Thence westerly 150 feet, more or less, along the south line of the Plat of “Alberta Townhouse Condominiums” and the westerly extension thereof to its intersection with the westerly right-of-way line of NE 25th Avenue, Assessor Map 1N1E 24BC;
678. Thence southerly 44 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 20, Block 1 of the Plat of “Lester Park”, Assessor Map 1N1E 24BC;
679. Thence westerly 261 feet, more or less, along said north line and the north line of Lot 3, Block 1 of said Plat, to its intersection with the easterly right-of-way line of NE 24th Avenue, Assessor Map 1N1E 23AD;
680. Thence southwestwesterly 51 feet, more or less, to the intersection of the westerly right-of-way line of NE 24th Avenue and the north line of Lot 16, Block 34 of the Plat of “Vernon”, Assessor Map 1N1E 23AD;
681. Thence westerly 2606 feet, more or less, along the north line of Lot 16, Block 34 of said Plat and along the north line of Lot 3, Block 34 of said Plat, the north line of Lots 16 and 3 of Block 35 of said Plat, the north line of Lots 16 and 3 of Block 36 of said Plat, the north line of Lots 16 and 3 of Block 37 of said Plat, the north line of Lots 16 and 3 of Block 38 of said Plat, the north line of Lots 16 and 3 of Block 39 of said Plat, the north line of Lots 16 and 3 of Block 40 of said Plat, the north line of Lots 16 and 3 of Block 41 of said Plat, the north line of Lots 16 and 3 of Block 42 of said Plat, the north line of Lots 16 and 3 of Block 43 of said Plat, and the north line of Lot 3, Block 44 of said Plat, to its intersection with the east line of Block 6 of the Plat of “Albina Heights”, Assessor Map 1N1E 23BD;
682. Thence southerly 17 feet, more or less, along said east line of Block 6 to its intersection with the north line of Lot 4, Block 6 of said Plat, Assessor Map 1N1E 23BD;
683. Thence westerly 150 feet, more or less, along said north line and the westerly extension thereof to its intersection with the westerly right-of-way line of NE 14th Avenue, Assessor Map 1N1E 23BD;
684. Thence northerly 10 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 10 feet northerly of the south line of Lot 12, Block 5 of the Plat of “Albina Heights”, Assessor Map 1N1E 23BD;

685. Thence westerly 100 feet, more or less, along said line parallel to and 10 feet northerly of the south line of said Lot 12 to its intersection with the north-south division line of Block 5 of said Plat, Assessor Map 1N1E 23BD;
686. Thence southerly 10 feet, more or less, along said north-south division line to its intersection with the north line of Lot 4, Block 5 of said Plat, Assessor Map 1N1E 23BD;
687. Thence westerly 400 feet, more or less, along said north line and the north line of Lots 11 and 4 of Block 4 of said Plat and the westerly extension thereof to its intersection with the westerly right-of-way line of NE 12th Avenue, Assessor Map 1N1E 23BD;
688. Thence southerly 40 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 10, Block 3 of the Plat of “Albina Heights”, Assessor Map 1N1E 23BD;
689. Thence westerly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 3 of said Plat, Assessor Map 1N1E 23BD;
690. Thence northerly 40 feet, more or less, along said north-south division line to its intersection with the north line of Lot 4, Block 3 of said Plat, Assessor Map 1N1E 23BD;
691. Thence westerly 250 feet, more or less, along said north line and the north line of Lot 11, Block 2 of said Plat, to its intersection with the north-south division line of Block 2 of said Plat, Assessor Map 1N1E 23BD;
692. Thence northerly 116 feet, more or less, along said north-south division line to its intersection with the southerly right-of-way line of NE Alberta Street, Assessor Map 1N1E 23BD;
693. Thence westerly 649 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 8th Avenue, Assessor Map 1N1E 23BC;
694. Thence southerly 100 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 10, Block 4 of the Plat of “Lesh’s Addition”, Assessor Map 1N1E 23BC;
695. Thence westerly 750 feet, more or less, along said north line and along the north line of Lot 3, Block 4 of said Plat, the north line of Lots 10 and 3 of Block 3 of said Plat, and the north line of Lots 10 and 3 of Block 2 of said Plat, to its intersection with the westerly right-of-way line of NE Grand Avenue, Assessor Map 1N1E 23BC;
696. Thence southerly 50 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 9, Block 1 of the Plat of “Lesh’s Addition”, Assessor Map 1N1E 23BC;
697. Thence westerly 100 feet, more or less, along said north line to its intersection with the north-south division line of Block 1 of said Plat, Assessor Map 1N1E 23BC;
698. Thence southerly 1514 feet, more or less, along said north-south division, the north-south division line of Block 3 of the Plat of “Davis Highlands”, the north-south division line of Blocks 1 and 22 of the Plat of “Highland”, and the north-south division line of Block 1 of the Plat of “Lincoln Park Annex”, to its intersection with the southerly right-of-way line NE Skidmore Street, Assessor Map 1N1E 23CB;
699. Thence easterly 125 feet, more or less, along said southerly right-of-way line to its intersection with the centerline of NE Grand Avenue, Assessor Map 1N1E 23CB;
700. Thence southerly 450 feet, more or less, along said centerline to its intersection with the southerly right-of-way line of NE Mason Street, Assessor Map 1N1E 23CB;
701. Thence easterly 125 feet, more or less, along said southerly right-of-way line to its intersection with the north-south division line of Block 16 of the Plat of “Lincoln Park Annex”, Assessor Map 1N1E 23CB;
702. Thence southerly 400 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of NE Shaver Street, Assessor Map 1N1E 23CB;
703. Thence westerly 125 feet, more or less, along said northerly right of way line to its intersection with the centerline of NE Grand Avenue, Assessor Map 1N1E 23CB;
704. Thence southerly 1431 feet, more or less, along said centerline and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Fremont Street, at a point

- 15.59 feet easterly of the northwest corner of Lot 52, Block 13 of the Plat of “Town of Albina”, Assessor Map 1N1E 26BB;
705. Thence westerly 16 feet, more or less, along said southerly right-of-way line to its intersection with the west line of said Lot 52, Assessor Map 1N1E 26BB;
706. Thence southerly 247 feet, more or less, along said west line and the west line of Lot 33, Block 13 of the Plat of “Town of Albina”, to its intersection with the north line of the Plat of “Bailey Hill”, Assessor Map 1N1E 26BB;
707. Thence easterly 10 feet, more or less, along said north line to its intersection with the west line of Lot 4 of said Plat, Assessor Map 1N1E 26BB;
708. Thence southerly 106 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE Cook Street, Assessor Map 1N1E 26BB;
709. Thence southwesterly 53 feet, more or less, to the intersection of the southerly right-of-way line of NE Cook Street and the west line of Lot 5, Block 13 of the Plat of “Town of Albina”, Assessor Map 1N1E 26BB;
710. Thence southerly 605 feet, more or less, along the west line of Lot 5, Block 13 of said Plat and along the west line of Lot 7, Block 12 of said Plat, the west line of Lot 26, Block 12 of said Plat, and the west line of Lot 7, Block 11 of said Plat, to its intersection with the southerly right-of-way line of NE Monroe Street, Assessor Map 1N1E 26BB;
711. Thence easterly 50 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 25, Block 11 of said Plat, Assessor Map 1N1E 26BB;
712. Thence southerly 250 feet, more or less, along said west line and the west line of Lot 8, Block 10 of said Plat to its intersection with the northerly right-of-way line of NE Morris Street, Assessor Map 1N1E 26BB;
713. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 26, Block 10 of said Plat, Assessor Map 1N1E 26BB;
714. Thence southerly 311 feet, more or less, along said northerly extension and the west line of said Lot 26 and the west line of Lot 7, Block 9 of said Plat to its intersection with the northerly right-of-way line of NE Stanton Street, Assessor Map 1N1E 23BC;
715. Thence easterly 148 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 23, Block 9 of the Plat of “Town of Albina”, Assessor Map 1N1E 23BC;
716. Thence southerly 186 feet, more or less, along said northerly extension and the west line of said Lot 23 to its intersection with the north line of Block 8 of said Plat, Assessor Map 1N1E 23BC;
717. Thence westerly 150 feet, more or less, along said north line to its intersection with the west line of Lot 7, Block 8 of said Plat, Assessor Map 1N1E 23BC;
718. Thence southerly 125 feet, more or less, along said west line of Lot 7 to its intersection with the northerly right-of-way line of NE Graham Street, Assessor Map 1N1E 23BC;
719. Thence easterly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 25, Block 8 of said Plat, Assessor Map 1N1E 23BC;
720. Thence southerly 1117 feet, more or less, along said northerly extension and the west line of Lot 25 and along the west line of Lot 8, Block 7 of said Plat, the west line of Lot 25, Block 7 of said Plat, the west line of the Plat of “Knott Street Townhomes No. 2”, the west line of Lot 25, Block 6 of said Plat, the west line of Lot 8, Block 5 of said Plat, and the west line of the Plat of “Mado Condominiums”, to its intersection with the north line of Block 4 of the Plat of “Town of Albina Replat”, Assessor Map 1N1E 26CB;
721. Thence westerly 50 feet, more or less, along said north line of Block 4 to its intersection with the west line of Lot 7, Block 4 of said Plat, Assessor Map 1N1E 26CB;

722. Thence southerly 185 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Sacramento Street at the northwest corner of Lot 26, Block 4 of the Plat of “Town of Albina Replat”, Assessor Map 1N1E 26CB;
723. Thence easterly 101 feet, more or less, along said southerly right-of-way line to its intersection with the west line of the Plat of “Sacramento Lofts Condominiums”, Assessor Map 1N1E 26CB;
724. Thence southerly 125 feet, more or less, along said west line to its intersection with the north line of Block 3 of the Plat of “Town of Albina Replat”, Assessor Map 1N1E 26CB;
725. Thence westerly 50 feet, more or less, along said north line to its intersection with the west line of Lot 8, Block 3 of said Plat, Assessor Map 1N1E 26CB;
726. Thence southerly 125 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE Thompson Street, Assessor Map 1N1E 26CB;
727. Thence westerly 51 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 26, Block 3 of said Plat, Assessor Map 1N1E 26CB;
728. Thence southerly 370 feet, more or less, along said northerly extension and the west line of said Lot 26 and along the west line of Lot 7, Block 2 of the Plat of “Town of Albina Replat”, to its intersection with the southerly right-of-way line of NE Tillamook Street, Assessor Map 1N1E 26CB;
729. Thence westerly 17 feet, more or less, along said southerly right-of-way line to its intersection with the west line of the east one-third of Lot 27, Block 2 of said Plat, Assessor Map 1N1E 26CB;
730. Thence southerly 125 feet, more or less, along said west line of the east one-third of Lot 27 to its intersection with the north line of Block 1 of the Plat of “Town of Albina Replat”, Assessor Map 1N1E 26CC;
731. Thence easterly 17 feet, more or less, along said north line to its intersection with the west line of Lot 7, Block 1 of said Plat, Assessor Map 1N1E 26CC;
732. Thence southerly 104 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 26CC;
733. Thence easterly 16 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of a line parallel to and 31.62 feet westerly of the east line of Lot 26, Block 1 of the Plat of “Town of Albina Replat”, Assessor Map 1N1E 26CC;
734. Thence southerly 133 feet, more or less, along said northerly extension and the line parallel to and 31.62 feet westerly of the east line of said Lot 26 to its intersection with the south line of the north half of said Lot 26, Assessor Map 1N1E 26CC;
735. Thence easterly 283 feet, more or less, along said south line of the north half of said Lot 26 and along the south line of the north half of Lots 25, 24, 23, 22, and 21 of Block 1 of said Plat, to its intersection with the west line of Lot 20, Block 1 of said Plat, Assessor Map 1N1E 26CC;
736. Thence northerly 73 feet, more or less, along said west line to its intersection with the southerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 26CC;
737. Thence easterly 203 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 26CC;
738. Thence southerly 146 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 26CC;
739. Thence easterly 20 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the east line of Block 251 of the Plat of “Holladay’s Addition”, being the westerly right-of-way line of NE 7th Avenue, Assessor Map 1N1E 26CC;
740. Thence southerly 260 feet, more or less, along said northerly extension and the east line of said Block 251 its intersection with the northerly right-of-way line of NE Schuyler Street, and the Point of Beginning.

Addition from 9th Amendment

Interstate Corridor Amendment Area 1:

Beginning at the intersection of the west line of Lot 5, Block 21 and the north line of the south half of said Lot 5, of the Plat of "Town of Albina", Assessor Map 1N1E 270D;

741. Thence southerly 135 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 270D;
742. Thence easterly 80 feet, more or less, along said southerly right-of way to its intersection with the southerly extension of the west line of Lot 6, Block 21 of the Plat of "Town of Albina", Assessor Map 1N1E 270D;
743. Thence northerly 135 feet, more or less, along said southerly extension and said west line to its intersection with the north line of the south half of Lot 5, of the Plat of "Town of Albina", Assessor Map 1N1E 270D;
744. Thence westerly 50 feet more or less along said north line to its intersection with the west line of Lot 5 of said Plat and the Point of Beginning, Assessor Map 1N1E 270D.

Interstate Corridor Amendment Area 2:

Beginning at the intersection of the northerly right-of-way line of NE Skidmore Street and the north south division line of Block 1, of the Plat of "Lincoln Park Annex", Assessor Map 1N1E 23CB;

745. Thence easterly 1000 feet, more or less, along said northerly right-of- way of NE Skidmore Street to its intersection with the north south division line of Block 5 of the Plat of "Lincoln Park Annex", Assessor Map 1N1E 23CB;
746. Thence southerly 120 feet, more or less, along the northerly extension of the north south division line of Block 10 of said Plat to a point that is 30 feet northerly of the southeast corner of Lot 2, Block 10 of said Plat, Assessor Map 1N1E 23CB;
747. Thence westerly 100 feet, more or less, to a point that is 70 feet southerly of the northwest corner of Lot 1, Block 10 of said Plat, Assessor Map 1N1E 23CB;
748. Thence northerly 70 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line of NE Skidmore Street, Assessor Map 1N1E 23CB;
749. Thence westerly 900 feet, more or less, along said southerly right-of-way to its intersection with the southerly extension of the north south division line of Block 5 of the Plat of "Lincoln Park Annex", Assessor Map 1N1E 23CB;
750. Thence northerly along said southerly extension to its intersection with northerly right-of-way of NE Skidmore Street and the Point of Beginning, Assessor Map 1N1E 23CB.

Addition from 10th Amendment

751. Beginning at the intersection of the northerly line Lot 29, Block 11 of the Plat of "Northern Hill Addition" and easterly right-of-way line of N Macrum Avenue, Assessor Map 1N1E 7BD;
752. Thence southwesterly 310 feet, more or less, along said easterly right-of-way line to its intersection with the southerly right-of-way line N Oberlin Street, Assessor Map 1N1E 7BD;
753. Thence northwesterly 285 feet, more or less along said southerly right-of-way line to its intersection with the easterly right-of-way-line of N Minerva Avenue, Assessor Map 1N1E 7BD;

754. Thence southwesterly 225 feet, more or less, along said easterly right-of-way line to its intersection with the northerly line of Lot 29, Block 15 of the Plat of “Northern Hill Addition”, Assessor Map 1N1E 7CA;
755. Thence southeasterly 100 feet, more or less, along said northerly line to its intersection with the easterly line of Lot 29, Block 15 of the Plat of “Northern Hill Addition”, Assessor Map 1N1E 7CA;
756. Thence southwesterly 150 feet, more or less, along said easterly line and the southwesterly extension thereof to its intersection with the northerly line of Lot 23, Block 15 of the Plat of “Northern Hill Addition”, Assessor Map 1N1E 7CA;
757. Thence northwesterly 50 feet, more or less, along said northerly line to a point 50 feet, more or less, northwesterly of the easterly line of Lot 23, Block 15 of the Plat of “Northern Hill Addition”, Assessor Map 1N1E 7CA;
758. Thence southwesterly 130 feet, more or less, along a line that is parallel to the easterly line of Lots 23, 22, 21, 20, Block 15 of the Plat of “Northern Hill Addition”, and the extension thereof to its intersection with the southerly right-of-way line N Syracuse Street, Assessor Map 1N1E 7CA;
759. Thence northwesterly 160.68 feet, more or less, along said southerly right-of-way line to a point 25 feet, more or less, northwesterly of the easterly line of Lot 6, Block 1 of the Plat of “Willamette Blvd Acres”, Assessor Map 1N1E 7CA;
780. Thence southwesterly 166.5 feet, more or less, along a parallel line that is 25 feet, more or less, northwesterly of said easterly line to its intersection with the southerly line of Lot 6, Block 1 of the Plat of “Willamette Blvd Acres”, Assessor Map 1N1E 7CA;
781. Thence northwesterly 100 feet, more or less, along said southerly line to its intersection with the easterly line of Lot 5, Block 1 of the Plat of “Willamette Blvd Acres”, Assessor Map 1N1E 7CA;
782. Thence southwesterly 16.5 feet, more or less, along the easterly line of Lot 14, Block 1 of the Plat of “Willamette Blvd Acres”, Assessor Map 1N1E 7CA;
783. Thence northwesterly 211.2 feet, more or less, along a line parallel to the northerly line of Lot 14, Block 1 of the Plat of “Willamette Blvd Acres” and the extension thereof to its intersection with the westerly right-of-way line of N Carey Boulevard, Assessor Map 1N1E 7CA;
784. Thence northeasterly 805.26 feet, more or less, along said westerly right-of-way line to a point represented by the extension of the northerly right-of-way line of N Oberlin Street with its intersection with the westerly right-of-way line of N Carey Boulevard, Assessor Map 1N1E 7BD;
785. Thence southeasterly 353.75 feet, more or less along the extension of the northerly right-of-way line of N Oberlin Street and then along said northerly right-of-way line to its intersection with the westerly right-of-way line N Macrum Avenue, Assessor Map 1N1E 7BD;
786. Thence northeasterly 250 feet, more or less, along said westerly right-of-way line to its intersection with the southerly line of Lot 9, Block 10 of the Plat of “Northern Hill Addition”, Assessor Map 1N1E 7BD;
787. Thence southeasterly 70 feet, more or less, along the extension of said southerly line to its intersection with the easterly right-of-way line N Macrum Avenue and the Point of Beginning, Assessor Map 1N1E 7BD.

EXCEPTING THEREFROM the following parcels:

Parcel 1:

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

1000. Thence westerly 30 feet, more or less, along the westerly extension of the northerly right-of-way line of N Failing Street to its intersection with the east side of the easterly ramp of the pedestrian bridge over US Highway Interstate 5, Assessor Map 1N1E 22CC;
1001. Thence westerly 271 feet, more or less, along the east side of said easterly ramp to the northeast corner of said ramp, then westerly along the northerly line of said pedestrian bridge to the northwest corner of the westerly ramp of said pedestrian bridge, then southerly along the west side of said westerly ramp to its intersection with the easterly extension of the northerly right-of-way line of N Failing Street, Assessor Map 1N1E 22CC;
1002. Thence westerly 81 feet, more or less, along said easterly extension to its intersection with the east line of the west half of Block 20 of the Plat of “Multnomah”, Assessor Map 1N1E 22CC;
1003. Thence northerly 405 feet, more or less, along said east line of the west half of Block 20 and the northerly extension thereof to its intersection with the southerly curb line of N Shaver Street, at a point that is 4.74 feet north of the intersection point of the southerly right-of-way line of N Shaver Street and the east line of the west half of said Block 20, Assessor Map 1N1E 22CC;
1004. Thence northerly 94 feet, more or less, along the following courses: North $89^{\circ}52'07''$ East 8.44 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $180^{\circ}13'50''$, Length of 78.64 feet, and a Chord of North $00^{\circ}14'48''$ West 50.00 feet, and then South $89^{\circ}45'08''$ West 6.60 feet to the intersection of the southerly extension of the east line of the west half of Block 17 of the Plat of “Multnomah”, Assessor Map 1N1E 22CB;
1005. Thence northerly 409 feet, more or less, along said southerly extension and the east line of the west half of said Block 17 and the northerly extension thereof to its intersection with the southerly curb line of N Mason Street, at a point that is 4.75 feet north of the intersection point of the southerly right-of-way line of N Mason Street and the east line of the west half of said Block 17, Assessor Map 1N1E 22CB;
1006. Thence northerly 93 feet, more or less, along the following courses: South $88^{\circ}08'42''$ East 7.48 feet, along a curve to the left with a Radius of 20.00 feet, Delta of $179^{\circ}59'58''$, Length of 78.54 feet, and a Chord of North $01^{\circ}65'20''$ East 50.00 feet, and then North $88^{\circ}08'36''$ West 7.47 feet to the intersection of the southerly extension of the east line of the west half of Block 8 of the Plat of “Multnomah”, Assessor Map 1N1E 22CB;
1007. Thence northerly 405 feet, more or less, along said southerly extension and the east line of the west half of said Block 8 to its intersection with the southerly right-of-way line of N Skidmore Street, Assessor Map 1N1E 22CB;
1008. Thence easterly 275 feet, more or less, along the easterly extension of said southerly right-of-way line to its intersection with the east line of Lot 2, Block 9 (now vacated) of the Plat of “Multnomah”, Assessor Map 1N1E 22CB;
1009. Thence southerly 660 feet, more or less, to the northwest corner of Lot 9, Block 16 of the Plat of “Multnomah”, Assessor Map 1N1E 22CB;
1010. Thence southerly 204 feet, more or less, along the west line of the east half of said Block 16 and the southerly extension thereof to its intersection with the northerly curb line of N Shaver Street, at a point that is 4.77 feet south of the intersection of the northerly right-of-way line of N Shaver Street and the west line of the east half of said Block 16, Assessor Map 1N1E 22CB;
1011. Thence southerly 94 feet, more or less, along the following courses: North $88^{\circ}08'58''$ West 7.59 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $179^{\circ}59'48''$, Length of 78.54 feet, and a Chord of South $01^{\circ}51'08''$ West 50.00 feet, and then South $88^{\circ}08'50''$ East 7.58 feet to the intersection of the northerly extension of the west line of the east half of Block 21 of the Plat of “Multnomah” and the southerly curb line of N Shaver Street, Assessor Map 1N1E 22CC;
1012. Thence southerly 405 feet, more or less, along said northerly extension and the west line of the east half of said Block 21 to its intersection with the northerly right-of-way line of N Failing Street, and the Point of Beginning, Assessor Map 1N1E 22CC.

Parcel 2:

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

1013. Thence northerly 252 feet, more or less, along said east line of the west half of Block 5 to a point that is 10.02 feet southerly of the northeast corner of Tax Lot 3200, Assessor Map 1N1E 22CB;
1014. Thence northerly 109 feet, more or less, along the following courses: South 88°49’49” East 7.30 feet, along a curve to the left with a Radius of 25.00 feet, Delta of 179°59’47”, Length of 78.54 feet, and a Chord of North 01°10’18” East 50.00 feet, and then North 88°49’44” West 22.68 feet to a point on the easterly line of Tax Lot 3000, Assessor Map 1N1E 22BC, that is 11.08 feet northerly of the southeast corner of said Tax Lot 3000, on the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 22BC;
1015. Thence northwesterly 189 feet, more or less, along said westerly right-of-way line, along the easterly line of Tax Lots 3000, 3100, and 3200 to a point that its 4.62 feet southeasterly of the northeasterly corner of 3200, Assessor Map 1N1E 22BC;
1016. Thence northeasterly 126 feet, more or less, to the southeast corner of Lot 1, Block 12 of the Plat of “M. Patton’s Tract”, Assessor Map 1N1E 22BC;
1017. Thence northerly 15 feet, more or less, along the east line of said Lot 1 to its intersection with the south line of Tax Lot 6101, Assessor Map 1N1E 22BC;
1018. Thence northeasterly 111 feet, more or less, along the southerly lines of said Tax Lot 6101 to its intersection with the westerly right-of-way line of N Minnesota Avenue, Assessor Map 1N1E 22BC;
1019. Thence northerly 2 feet, more or less, along said westerly right-of-way line to a point that is 1.86 feet northerly of the southeast corner of Lot 7, Block 12 of the Plat of “M. Patton’s Tract”, Assessor Map 1N1E 22BC;
1020. Thence easterly 58 feet, more or less, along a curve to the right with a Radius of 25.00 feet, a Delta of 132°01’34”, Length of 57.58 feet, and a Chord of North 68°02’56” East 45.67 feet, to a point on the easterly edge of pavement of N Minnesota Avenue, Assessor Map 1N1E 22BC;
1021. Thence northerly 910 feet, more or less, along said easterly edge of pavement and the northerly extension thereof to its intersection with the southerly right-of-way line of N Alberta Street, Assessor Map 1N1E 22BC;
1022. Thence easterly 189 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of N Missouri Avenue, Assessor Map 1N1E 22BC;
1023. Thence southerly 1532 feet, more or less, along said westerly right-of-way line and along the east line of Blocks 19 and 20 of the Plat of “M. Patton’s Tract”, and the east line of the west half of Block 4 (now vacated) of the Plat of “Multnomah”, to its intersection with the northerly right-of-way line of N Skidmore Street and the Point of Beginning, Assessor Map 1N1E 22CB’
1024. Thence westerly 273 feet, more or less, along said northerly right-of-way line to its intersection with the east line of the west half of Block 5 of the Plat of “Multnomah”, and the Point of Beginning, Assessor Map 1N1E 22CB;

Parcel 3:

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

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

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

Parcel 4:

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

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

Parcel 5:

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

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

Parcel 6:

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

1043. Thence westerly 585 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N Montana Avenue, Assessor Map 1N1E 15BC;
1044. Thence northerly 101 feet, more or less, along said easterly right-of-way line to the southwest corner of Tax Lot 13500, Assessor Map 1N1E 15BC;
1045. Thence northerly 479 feet, more or less, along the easterly line of said Tax Lot 13500, being the westerly right-of-way line of US Highway Interstate 5, to the southeast corner of Lot 8, Block 6 of the Plat of “Goodmorning Addition”, Assessor Map 1N1E 15BC;
1046. Thence northerly 34 feet, more or less, along the east line of said Lot 8 and the northerly extension thereof to a point that is 3.79 feet northerly of the northeast corner of said Lot 8, Assessor Map 1N1E 15BC;
1047. Thence northerly 94 feet, more or less, along the following courses: South $87^{\circ}36'06''$ East 7.51 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $179^{\circ}59'50''$, Length of 78.54 feet, and a Chord of North $02^{\circ}25'59''$ East 50.00 feet, and then North $87^{\circ}34'07''$ West 8.01 feet to the its intersection with the southerly extension of the east line of the west half of Block 9 of the Plat of “Goodmorning Addition”, Assessor Map 1N1E 15BC;
1048. Thence northerly 273 feet, more or less, along said southerly extension and the east line of the west half of said Block 9 to its intersection with the southerly right-of-way line of N Saratoga Street, Assessor Map 1N1E 15BC;
1049. Thence easterly 435 feet, more or less, along the southerly pedestrian trail and bridge over US Highway Interstate 5 to its intersection with the north-south division line of Block 3 of the Plat of “Parkway”, at a point that is 19.21 feet northerly of the northwest corner of Lot 4, Block 3 of said Plat, Assessor Map 1N1E 15BC;
1050. Thence southerly 430 feet, more or less, along said north-south division line to its intersection with the northerly right-of-way line of N Dekum Street, Assessor Map 1N1E 15BC;
1051. Thence southeasterly 5 feet, more or less, on a bearing of South $32^{\circ}43'37''$ East 5.12 feet to a point on the northerly curb return of N Dekum Street, Assessor Map 1N1E 15BC;
1052. Thence southeasterly 120 feet, more or less, along the following courses: North $88^{\circ}24'40''$ West 3.60 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $180^{\circ}00'00''$, Length of 78.54 feet, and a Chord of South $01^{\circ}35'31''$ West 50.00 feet, and then South $88^{\circ}24'29''$ East 37.73 feet to its intersection with the northerly extension of the westerly line of Tax Lot 14500, Assessor Map 1N1E 15BC;
1053. Thence southerly 332 feet, more or less, along said northerly extension and the westerly line of said Tax Lot 14500, and the southeasterly extension thereof to the westerly curb line of N Missouri Avenue, Assessor Map 1N1E 15BC;
1054. Thence southerly 234 feet, more or less, along said westerly curb line and the southerly extension thereof on the following courses: South $01^{\circ}09'44''$ West 172.48 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $141^{\circ}33'14''$, Length of 61.75 feet, and a Chord of South $69^{\circ}36'53''$ East 47.20 feet a point on the easterly right-of-way line of N Missouri Avenue that is 16.81 feet southerly of the northwest corner of Lot 11, Block 2 of the Plat of “Pacific Place”, Assessor Map 1N1E 15BC;
1055. Thence southerly 116 feet, more or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of N Rosa Parks Way at the southeast corner of said Lot 11, and the Point of Beginning, Assessor Map 1N1E 15BC;

Parcel 7:

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

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

Parcel 8:

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

1070. Thence easterly 2391 feet, more or less, along the centerline of N Farragut Street to its intersection with the centerline of NE Rodney Avenue, Assessor Map 1N1E 10DD;
1071. Thence southerly 249 feet, more or less, along said centerline of to its intersection with the centerline of NE Baldwin, Assessor Map 1N1E 10DD;
1072. Thence easterly 427 feet, more or less, along said centerline to its intersection with the centerline of NE Mallory Avenue, Assessor Map 1N1E 10DD;
1073. Thence southerly 250 feet, more or less, along said centerline to its intersection with the centerline of NE Russett Street, Assessor Map 1N1E 10DD;
1074. Thence easterly 275 feet, more or less, along said centerline to its intersection with the northerly extension of the west line of Lot 6, Block 7 of the Plat of “Loveleigh Loves Addition”, Assessor Map 1N1E 10DD;
1075. Thence southerly 225 feet, more or less, along said northerly extension of and the west line of said Lot 6 and the west line of Lot 13, Block 7 of said Plat to its intersection with the northerly right-of-way line of NE Lombard Street, Assessor Map 1N1E 10DD;
1076. Thence easterly 95 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 8, Block 8 of said Plat, Assessor Map 1N1E 15AA;
1077. Thence southerly 1081 feet, more or less, along said northerly extension and the west line of said Lot 8, along the west line of Lot 11, Block 8 of said Plat, the west line of Lots 8 and 11 of Block 11 of said Plat, the west line of Lots 8 and 11 of Block 12 of said Plat, and the west line of Lots 8 and 11 of Block 15 of said Plat, to its intersection with the southerly right-of-way line of NE Morgan Street, Assessor Map 1N1E 15AA;
1078. Thence easterly 97 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE Martin Luther King JR Boulevard, Assessor Map 1N1E 15AA;
1079. Thence southerly 432 feet, more or less, along said westerly right-of-way line to its intersection with the southerly right-of-way line of NE Bryant Street, at the northeast corner of Tax Lot 10800, Assessor Map 1N1E 15AD;
1080. Thence westerly 100 feet, more or less, along said southerly right-of-way line to its intersection with the north-south division line of Block 1 of the Plat of “Piedmont Park”, Assessor Map 1N1E 15AD;
1081. Thence southerly 719 feet, more or less, along said north-south division line and the southerly extension thereof, along the north-south division line of Block 8 of said Plat, to its intersection with the north line of Lot 8, Block 1 of the Plat of “Beverly”, Assessor Map 1N1E 15AD;
1082. Thence westerly 9 feet, more or less, along said north line to its intersection with the east line of Lot 11, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1083. Thence southerly 100 feet, more or less, along said east line and the east line of Lot 12, Block 1 of said Plat, to the intersection of the north line of Lot 6, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1084. Thence easterly 10 feet, more or less, along said north line to its intersection with a line parallel to and 9.6 feet easterly of the west line of said Lot 6, Assessor Map 1N1E 15AD;
1085. Thence southerly 50 feet, more or less, along said line parallel to and 9.6 feet easterly of the west line of said Lot 6 to its intersection with the north line of Lot 5, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1086. Thence westerly 10 feet, more or less, along said north line to its intersection with the east line of Lot 14, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1087. Thence southerly 150 feet, more or less, along said east line and along the east line of Lots 15 and 16 of Block 1 of said Plat, to its intersection with the south line of Lot 16, Block 1 of said Plat, Assessor Map 1N1E 15AD;
1088. Thence westerly 992 feet, more or less, along said south line, along the south line of Lots 3 and 16 of Block 2 of the Plat of “Beverly”, the south line of Lots 3 and 16 of Block 3 of said Plat, and

- the south line of Lot 4, Block 4 of said Plat and the westerly extension thereof, to its intersection with the centerline of NE Cleveland Avenue, Assessor Map 1N1E 15AD;
1089. Thence northerly 29 feet, more or less, along said centerline to its intersection with the easterly extension of a line parallel to and 2 feet southerly of the north line of Lot 2 of the Plat of “Nocera”, Assessor Map 1N1E 15AD;
1090. Thence westerly 128 feet, more or less, along said easterly extension of said line parallel to and 2 feet southerly of the north line of said Lot 2 and along said parallel line to its intersection with the west line of the east half of Block 1 of the Plat of “Nocera”, Assessor Map 1N1E 15AD;
1091. Thence westerly 15 feet, more or less, to the northeast corner of Lot 21, Block 1 of the Plat of “Nocera”, Assessor Map 1N1E 15AD;
1092. Thence westerly 767 feet, more or less, thereof, along the north line of said Lot 21 and its westerly extension, and along a line parallel to and 7 feet northerly of the south line of Lot 9, Block 1 of the Plat of “Kirkmar”, to its intersection of the north-south division line of Block 1 of said Plat, Assessor Map 1N1E 15AC;
1093. Thence southerly 8 feet, more or less, along said north-south division line to its intersection with the north line of Lot 12, Block 1 of said Plat, Assessor Map 1N1E 15AC;
1094. Thence westerly 501 feet, more or less, along said north line and along the north line of Lot 13, Block 1 of the Plat of “Kirkmar”, the north line of Lots 10 and 11 of Block 2 of said Plat, the north line of the Plat of “Rosa Parks Condominiums”, the north line of Lots 10 and 11, Block 3 of the Plat of “Kirkmar”, to its intersection with west line of Block 3 of the Plat of “Kirkmar”, Assessor Map 1N1E 15AC;
1095. Thence southerly 4 feet, more or less, along said west line to its intersection with the north line of Lot 12, Block 3 of said Plat, Assessor Map 1N1E 15AC;
1096. Thence westerly 150 feet, more or less, along said north line and the north line of Lot 13, Block 3 of said Plat and the westerly extension thereof to its intersection with the centerline of N Congress Avenue, Assessor Map 1N1E 15BD;
1097. Thence northerly 1063 feet, more or less, along said centerline to its intersection with the centerline of N Bryant Street, Assessor Map 1N1E 15BD;
1098. Thence westerly 664 feet, more or less, along said centerline to its intersection with the southerly extension of the north-south division line of Block 54 of the Plat of “Swinton”, Assessor Map 1N1E 15BA;
1099. Thence northerly 1261 feet, more or less, along said north-south division line of Block 54 and the northerly extension thereof, along the west line of Lots 18 and 27 of Block 50 of said Plat, the west line of Lots 18 and 27 of Block 49 of said plat, the west line of Lots 18 and 27 of Block 46 of said Plat, and the west line of Lot 18, Block 45 of said Plat, to its intersection with the east-west division line of Block 45 of said Plat, Assessor Map 1N1E 15BA;
1100. Thence easterly 1490 feet, more or less, along said east-west division line of Block 45 and the easterly extension thereof, along the east-west division line of Block 44 of the Plat of “Swinton”, the east-west division line of Block 9 of the Plat of “Lovewood”, and the east-west division line of Lot 4 of the Plat of “Lovewood”, to its intersection with the centerline of N Vancouver Avenue, Assessor Map 1N1E 15AB;
1101. Thence southerly 127 feet, more or less, along said centerline to its intersection with the centerline of N Stafford Street, Assessor Map 1N1E 15AB;
1102. Thence easterly 157 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 6, Block 5 of the Plat of “Loveleigh”, Assessor Map 1N1E 15AB;
1103. Thence northerly 125 feet, more or less, along said southerly extension of and the west line of said Lot 6 to its intersection with the east-west division line of Block 5 of said Plat, Assessor Map 1N1E 15AB;
1104. Thence easterly 100 feet, more or less, along said east-west division line to its intersection of the west line of Lot 13, Block 5 of said Plat, Assessor Map 1N1E 15AB;

1105. Thence northerly 135 feet, more or less, along said west line and the northerly extension thereof to its intersection with the centerline of N Lombard Street, Assessor Map 1N1E 15AB;
1106. Thence westerly 110 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 5, Block 4 of the Plat of “Loveleigh”, Assessor Map 1N1E 10DC;
1107. Thence northerly 145 feet, more or less, along said southerly extension and the west line of said Lot 5 to its intersection with the east-west division line of Block 4 of said Plat, Assessor Map 1N1E 10DC;
1108. Thence westerly 1713 feet, more or less, along said east-west division line and the westerly extension thereof, along the east-west division line of Block 3 of the Plat of “Lakewood”, the east-west division line of Block 10 of the Plat of “Lakewood”, the east-west division line of Block 43 of the Plat of “Swinton”, and the east-west division line of Block 42 of the Plat of “Swinton”, to its intersection with the centerline of N Albina Avenue, Assessor Map 1N1E 10CD;
1109. Thence northerly 644 feet, more or less, along said centerline to its intersection with the centerline of N Farragut Street and the Point of Beginning, Assessor Map 1N1E 10CD.

Parcel 9:

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

1110. Thence easterly 147 feet, more or less, along the centerline of N Ainsworth Street to its intersection with the centerline of N Kerby Avenue, Assessor Map 1N1E 15CA;
1111. Thence northerly 1170 feet, more or less, along said centerline to its intersection with the westerly extension of the north line of Lot 2, Block 1 of the Plat of “Longwood”, Assessor Map 1N1E 15CA;
1112. Thence easterly 146 feet, more or less, along said westerly extension of and the north line of said Lot 2 and the easterly extension thereof to its intersection with the west line of Block 51 of the Plat of “Piedmont”, Assessor Map 1N1E 15DB;
1113. Thence northerly 11 feet, more or less, along said west line of Block 51 to its intersection with a line parallel to and 10 feet southerly of the north line of Lot 5, Block 51 of said Plat, Assessor Map 1N1E 15DB;
1114. Thence easterly 100 feet, more or less, along said line parallel to and 10 feet southerly of the north line of said Lot 5 to its intersection with the westerly right-of-way line of N Commercial Avenue, Assessor Map 1N1E 15DB;
1115. Thence southerly 11 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 13, Block 52 of the Plat of “Piedmont”, Assessor Map 1N1E 15DB;
1116. Thence easterly 433 feet, more or less, along said westerly extension and the north line of said Lot 13 and the easterly extension thereof, along the north line of Lot 4, Block 52 of said Plat, the north line of Lot 9, Block 53 of said Plat, to its intersection with the west line of Lot 2, Block 53 of said Plat, Assessor Map 1N1E 15DB;
1117. Thence southerly 75 feet, more or less, along said west line to its intersection with a line parallel to and 25 feet northerly of the south line of Lot 2, Block 53 of said Plat, Assessor Map 1N1E 15DB;
1118. Thence easterly 58 feet, more or less, along said line parallel to and 25 feet northerly of the south line of said Lot 2 to its intersection with a line parallel to and 100 feet westerly of the westerly right-of-way line of N Vancouver Avenue, Assessor Map 1N1E 15DB;

1119. Thence northerly 76 feet, more or less, along said line parallel to and 100 feet westerly of the westerly right-of-way line of N Vancouver Avenue to its intersection with the north line of Lot 2, Block 53 of said Plat, Assessor Map 1N1E 15DB;
1120. Thence easterly 524 feet, more or less, along said north line and the easterly extension thereof, along the north line of Lot 2, Block 54 of the Plat of “Piedmont”, and the north line of Lot 13, Block 55 of said Plat, to its intersection with the west line of the east half of Block 55 of said Plat, Assessor Map 1N1E 15DB;
1121. Thence northerly 13 feet, more or less, along said west line of the east half of Block 55 to its intersection with a line parallel to and 13 feet northerly of the south line of Lot 5, Block 55 of said Plat, Assessor Map 1N1E 15DB;
1122. Thence easterly 100 feet, more or less, along said line parallel to and 13 feet northerly of the south line of said Lot 5 to its intersection with the westerly right-of-way line of N Williams Avenue, Assessor Map 1N1E 15DB;
1123. Thence southerly 12 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 13, Block 56 of the Plat of “Piedmont”, Assessor Map 1N1E 15DA;
1124. Thence easterly 175 feet, more or less, along said westerly extension of and the north line of said Lot 13 and the easterly extension thereof to its intersection with the west line of the east half of Block 56 of said Plat, Assessor Map 1N1E 15DA;
1125. Thence southerly 4 feet, more or less, along said west line of the east half of said Block 56 to its intersection with a line parallel to and 4 feet southerly of the north line of Lot 4, Block 56 of the Plat of “Piedmont”, Assessor Map 1N1E 15DA;
1126. Thence easterly 100 feet, more or less, along said line parallel to and 4 feet southerly of the north line of said Lot 4 to its intersection with the westerly right-of-way line of NE Cleveland Avenue, Assessor Map 1N1E 15DA;
1127. Thence northerly 4 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 13, Block 57 of the Plat of “Piedmont”, Assessor Map 1N1E 15DA;
1128. Thence easterly 855 feet, more or less, along said westerly extension of and the north line of said Lot 13 and the easterly extension thereof, along the north line of Lot 4, Block 57 of said Plat, the north line of Lots 13 and 4 of Block 58 of said Plat, and the north line of Lots 13 and 4 of Block 59 of said Plat, to its intersection with the centerline of NE Garfield Avenue, Assessor Map 1N1E 15DA;
1129. Thence southerly 230 feet, more or less, along said centerline to its intersection with the centerline of NE Highland Street, Assessor Map 1N1E 15DA;
1130. Thence easterly 130 feet, more or less, along said centerline to its intersection with the northerly extension of the east line of the west half of Block 41 of the Plat of “Piedmont”, Assessor Map 1N1E 15DA;
1131. Thence southerly 930 feet, more or less, along said northerly extension of and the east line of the west half of said Block 41 and the southerly extension thereof, along the east line of the west half of Block 40 of said Plat, to its intersection with the centerline of NE Ainsworth Street, Assessor Map 1N1E 15DA;
1132. Thence westerly 710 feet, more or less, along said centerline to its intersection with the westerly right-of-way line of NE Rodney Avenue, Assessor Map 1N1E 15DD;
1133. Thence southerly 1210 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 2, Block 4 of the Plat of “Piedmont”, Assessor Map 1N1E 15DD;
1134. Thence westerly 275 feet, more or less, along said north line and the westerly extension thereof, along the north line of Lot 13, Block 4 of said Plat, to its intersection with the westerly right-of-way line of NE Cleveland Avenue, Assessor Map 1N1E 15DD;
1135. Thence southerly 9 feet, more or less, along said westerly right-of-way line to its intersection with the north line of the Plat of “Casa Milagrass Condominiums”, Assessor Map 1N1E 15DD;

1136. Thence westerly 115 feet, more or less, along said north line and the westerly extension thereof to its intersection with the east line of the west half of Block 5 of the Plat of “Piedmont”, Assessor Map 1N1E 15DD;
1137. Thence northerly 11 feet, more or less, along said east line to its intersection with the north line of Lot 13, Block 5 of said Plat, Assessor Map 1N1E 15DD;
1138. Thence westerly 1245 feet, more or less, along said north line and the westerly extension thereof, along the north line of Lots 2 and 13 of Block 6 of the Plat of “Piedmont”, the north line of Lot 2, Block 7 of said Plat, the north line of Parcel 2 of Partition Plat Number 1996-124, the north line of Lot 10, Block 8 of the Plat of “Piedmont”, and the north line of Lots 2 and 13 of Block 9 of said Plat, to its intersection with the centerline of N Commercial Avenue, Assessor Map 1N1E 15DC;
1139. Thence northerly 609 feet, more or less, along said centerline to its intersection with the easterly extension of the north line of Tax Lot 7200, Assessor Map 1N1E 15DC;
1140. Thence westerly 130 feet, more or less, along said westerly extension and the north line of said Tax Lot 7200 to its intersection with the west line of Block 11 of said Plat, Assessor Map 1N1E 15DC;
1141. Thence northerly 9 feet, more or less, along said west line to its intersection with the easterly extension of the centerline of N Jarrett Street, Assessor Map 1N1E 15CD;
1142. Thence westerly 294 feet, more or less, along said westerly extension of and said centerline to its intersection with the centerline of N Kerby Avenue, Assessor Map 1N1E 15CD;
1143. Thence northerly 580 feet, more or less, along said centerline to its intersection with the centerline of N Ainsworth Street and the Point of Beginning, Assessor Map 1N1E 15CD.

Parcel 10:

Beginning at the intersection of the southerly right-of-way line of NE Fremont Street and the east line of Lot 16, Block 15 of the Plat of “Williams Avenue Addition”, Assessor Map 1N1E 27AA;

1144. Thence southerly 125 feet, more or less, along said east line to the southwest corner of Lot 14, Block 15 of said Plat, Assessor Map 1N1E 27AA;
1145. Thence easterly 3 feet, more or less, along the south line of said Lot 14 to its intersection with a line parallel to and 3.00 feet easterly of the east line of Lot 11, Block 15 of said Plat, Assessor Map 1N1E 27AA;
1146. Thence southerly 100 feet, more or less, along said line parallel to and 3.00 feet easterly of the east line of said Lot 11 to its intersection with the northerly right-of-way line of N Ivy Street, Assessor Map 1N1E 27AA;
1147. Thence southwesterly 60 feet, more or less, to the intersection of the southerly right-of-way line of N Ivy Street and the east line of Lot 16, Block 14 of said Plat, Assessor Map 1N1E 27AA;
1148. Thence westerly 100 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 17, Block 14 of said Plat, Assessor Map 1N1E 27AA;
1149. Thence southerly 200 feet, more or less, along said west line and the west line of Lot 10, Block 14 of said Plat to its intersection with the northerly right-of-way line of NE Cook Street, Assessor Map 1N1E 27AA;
1150. Thence easterly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 16, Block 13 of the Plat of “Williams Avenue Addition”, Assessor Map 1N1E 27AA;
1151. Thence southerly 799 feet, more or less, along said northerly extension of and the west line of said Lot 16, along the west line of Lot 11, Block 13 of said Plat, the west line of Lots 16 and 11 of Block 12 of said Plat, and the west line of Lots 16 and 11 of Block 11 of said Plat, to its intersection with the northerly right-of-way line of NE Monroe Street, Assessor Map 1N1E 27AA;

1152. Thence easterly 110 feet, more or less, along said northerly right-of-way line to its intersection with a line parallel to and 60 feet westerly of the east line of Lot 12, Block 11 of said Plat, Assessor Map 1N1E 27AA;
1153. Thence southwesterly 63 feet, more or less, to the intersection with the southerly right-of-way line of NE Morris Street, at its intersection with the west line of Lot 45, Block 14 of the plat of “Town of Albina”, Assessor Map 1N1E 27AD;
1154. Thence southerly 427 feet, more or less, along said west line and along the west line of Lots 44, 43, 18, 17, 16, 15, 14, and 13 of Block 14, to its intersection with the north line of Block 15 of said Plat, Assessor Map 1N1E 27AD;
1155. Thence westerly 75 feet, more or less, along said north line to its intersection with the east line of Lot 18, Block 15 of said Plat, Assessor Map 1N1E 27AD;
1156. Thence southerly 351 feet, more or less, along said east line and the southerly extension thereof, along the east line of Lot 9, Block 15 of said Plat, to its intersection with the north line of Block 16 of said Plat, Assessor Map 1N1E 27AD;
1157. Thence westerly 940 feet, more or less, along said north line and the westerly extension thereof, along the north line of Block 27 of said Plat, to its intersection with the west line of Lot 4, Block 28 of said Plat, Assessor Map 1N1E 27AD;
1158. Thence northerly 351 feet, more or less, along said west line and the northerly extension thereof, along the west line of Lot 23, Block 28 of said Plat, to its intersection with the south line of Block 29 of said Plat, Assessor Map 1N1E 27AD;
1159. Thence easterly 15 feet, more or less, along said south line to its intersection with the west line of Lot 5, Block 29 of said Plat, Assessor Map 1N1E 27AD;
1160. Thence northerly 180 feet, more or less, along said west line and the northerly extension thereof to its intersection with the centerline of NE Stanton Street, Assessor Map 1N1E 27AD;
1161. Thence easterly 80 feet, more or less, along said centerline to its intersection with the southerly extension of the west line of Lot 26, Block 29 of the Plat of “Town of Albina”, Assessor Map 1N1E 27AD;
1162. Thence northerly 30 feet, more or less, along said southerly extension of said west line to its intersection with the northerly right-of-way line of NE Stanton Street, Assessor Map 1N1E 27AD;
1163. Thence easterly 240 feet, more or less, along said northerly right-of-way line to its intersection with the west line of Lot 20, Block 29 of the Plat of “Town of Albina”, Assessor Map 1N1E 27AD;
1164. Thence northerly 109 feet, more or less, along said west line to its intersection with the south line of Lot 44, Block 29 of said Plat, Assessor Map 1N1E 27AD;
1165. Thence westerly 40 feet, more or less, along said south line to its intersection with the east line of Lot 43, Block 29 of said Plat, Assessor Map 1N1E 27AD;
1166. Thence northerly 109 feet, more or less, along said east line to its intersection with the southerly right-of-way line of NE Morris Street, Assessor Map 1N1E 27AD;
1167. Thence westerly 200 feet, more or less, along said southerly right-of-way line to its intersection with the west line of Lot 39, Block 29 of the Plat of “Town of Albina”, Assessor Map 1N1E 27AD;
1168. Thence northerly 30 feet, more or less, along the northerly extension of the said west line to its intersection with the centerline of NE Morris Street, Assessor Map 1N1E 27AA;
1169. Thence westerly 120 feet, more or less, along said centerline to its intersection with the southerly extension of Lot 5, Block 10 of the Plat of “Williams Avenue Addition”, Assessor Map 1N1E 27AA;
1170. Thence northerly 911 feet, more or less, along said southerly extension of and the west line of said Lot 5, along the west line of Lot 24, Block 10 of said Plat, the west line of Lots 5 and 24 of Block 9 of said Plat, the west line of Lots 5 and 24 of Block 8, and the west line of Lot 8, Block 7 of said Plat, to its intersection with the north line of Lots 6, Block 7 of said Plat,

- Assessor Map 1N1E 27AA;
1171. Thence westerly 10 feet, more or less, along said north line to its intersection with a line parallel to and 10 feet westerly of the west line of Lot 3, Block 7 of said Plat, Assessor Map 1N1E 27AA;
 1172. Thence northerly 110 feet, more or less, along said line parallel to and 10 feet westerly of the west line of said Lot 3 to its intersection with the southerly right-of-way line of NE Ivy Street, Assessor Map 1N1E 27AA;
 1173. Thence easterly 10 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the west line of Lot 3, Block 6 of the Plat of “Williams Avenue Addition”, Assessor Map 1N1E 27AA;
 1174. Thence northerly 153 feet, more or less, along said southerly extension of and the west line of said Lot 3 to its intersection with the south line of the Plat of “Albina Homestead Addition”, Assessor Map 1N1E 27AA;
 1175. Thence westerly 15 feet, more or less, along said south line to its intersection with the west line of Lot 11 of said Plat, Assessor Map 1N1E 27AA;
 1176. Thence northerly 165 feet, more or less, along said west line and the northerly extension thereof to its intersection with the centerline of NE Fremont Street, Assessor Map 1N1E 27AA;
 1177. Thence easterly 946 feet, more or less, along said centerline to its intersection with the southerly extension of the easterly right-of-way line of NE Garfield Avenue, Assessor Map 1N1E 27AA;
 1178. Thence southerly 30 feet, more or less, along said southerly extension of said easterly right-of-way line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Fremont Street, Assessor Map 1N1E 27AA;
 1179. Thence easterly 81 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Lot 16, Block 15 of the Plat of “Williams Avenue Addition” and the Point of Beginning, Assessor Map 1N1E 27AA.

Parcel 11:

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

1180. Thence southerly 100 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Lot 6, Block 247 of the Plat of “Holladay’s Addition”, Assessor Map 1N1E 27DD;
1181. Thence westerly 360 feet, more or less, along said north line, along the north line of Lot 3, Block 247 of said Plat and the north line of Lot 6, Block 246 of said Plat, to its intersection with the east line of Lot 2, Block 246 of said Plat, Assessor Map 1N1E 27DD;
1182. Thence northerly 50 feet, more or less, along said east line to its intersection with the south line of Lot 1, Block 246 of said Plat, Assessor Map 1N1E 27DD;
1183. Thence westerly 100 feet, more or less, along said south line to its intersection with the easterly right-of-way line of NE First Avenue, Assessor Map 1N1E 27DD;
1184. Thence northerly 110 feet, more or less, along said easterly right-of-way line and the northerly extension thereof to its intersection with the northerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 27DD;
1185. Thence westerly 69 feet, more or less, along said northerly right-of-way line to its intersection with the west line of the east half of Lot 10, Block 22 of the Plat of “Town of Albina”, Assessor Map 1N1E 27DD;
1186. Thence northerly 201 feet, more or less, along said west line and the northerly extension thereof to its intersection with the northerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 27DD;
1187. Thence westerly 325 feet, more or less, along said northerly right-of-way line to its intersection with the west line of Lot 23, Block 22 of the Plat of “Town of Albina”,

- Assessor Map 1N1E 27DD;
1188. Thence northerly 300 feet, more or less, along said west line and the west line of Lot 4, Block 23 of said Plat to its intersection with the southerly right-of-way line of NE Tillamook Street, Assessor Map 1N1E 27DA;
1189. Thence easterly 50 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the east line of Lot 23, Block 23 of the Plat of “Town of Albina”, Assessor Map 1N1E 27DA;
1190. Thence northerly 402 feet, more or less, along said southerly extension of and the east line of said Lot 23 and the northerly extension thereof, along the east line of Lot 4, Block 24 of said Plat, to its intersection with the northerly right-of-way line of NE Thompson Street, Assessor Map 1N1E 27DA;
1191. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the west line of Partition Plat Number 1994-17, Assessor Map 1N1E 27DA;
1192. Thence northerly 150 feet, more or less, along said west line to its intersection with the south line of Lot 3, Block 25 of the Plat of “Town of Albina”, Assessor Map 1N1E 27DA;
1193. Thence westerly 125 feet, more or less, along said south line to its intersection with the easterly right-of-way line of N Williams Avenue, Assessor Map 1N1E 27DA;
1194. Thence northerly 201 feet, more or less, along said easterly right-of-way line to its intersection with the northerly right-of-way line of NE Sacramento Street, Assessor Map 1N1E 27DA;
1195. Thence easterly 595 feet, more or less, along said northerly right-of-way line to its intersection with the westerly right-of-way line of NE Rodney Avenue, Assessor Map 1N1E 27DA;
1196. Thence northerly 150 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Block 18 of the Plat of “Town of Albina”, Assessor Map 1N1E 27DA;
1197. Thence easterly 420 feet, more or less, along said westerly extension and the north line of said Block 18 to its intersection with the east line of Lot 19, Block 18 of said Plat, Assessor Map 1N1E 27DA;
1198. Thence southerly 150 feet, more or less, along said east line to its intersection with the northerly right-of-way line of NE Sacramento Street, Assessor Map 1N1E 27DA;
1199. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 8, Block 18 of the Plat of “Town of Albina”, Assessor Map 1N1E 27DA;
1200. Thence southerly 201 feet, more or less, along said northerly extension of and the west line of said Lot 8 to its intersection with the north line of Block 19 of said Plat, Assessor Map 1N1E 27DA;
1201. Thence easterly 50 feet, more or less, along said north line to its intersection with the east line of Lot 19, Block 19 of said Plat, Assessor Map 1N1E 27DA;
1202. Thence southerly 150 feet, more or less, along said east line to its intersection with the northerly right-of-way line of NE Thompson Street, Assessor Map 1N1E 27DA;
1203. Thence westerly 50 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 8, Block 19 of the Plat of “Town of Albina”, Assessor Map 1N1E 27DA;
1204. Thence southerly 552 feet, more or less, along said northerly extension of and the west line of said Lot 8 and along the west line of Lot 19, Block 20 of said Plat and the west line of Lot 8, Block 8 of said Plat, to its intersection with the north line of Block 21 of said Plat, Assessor Map 1N1E 27DD;
1205. Thence westerly 50 feet, more or less, along said north line to its intersection with the west line of Lot 20, Block 21 of said Plat, Assessor Map 1N1E 27DD;
1206. Thence southerly 150 feet, more or less, along said west line to its intersection with the northerly right-of-way line of NE San Rafael Street, Assessor Map 1N1E 27DD;

1207. Thence westerly 100 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the west line of Lot 5, Block 21 of the Plat of “Town of Albina”, Assessor Map 1N1E 27DD;
1208. Thence southerly 127 feet, more or less, along said northerly extension of and the west line of said Lot 5 to its intersection with the north line of the south half of said Lot 5, Assessor Map 1N1E 27DD;
1209. Thence easterly 50 feet, more or less, along said north line to its intersection with the west line of Lot 6, Block 21 of said Plat, Assessor Map 1N1E 27DD;
1210. Thence southerly 134 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 27DD;
1211. Thence easterly 116 feet, more or less, along said southerly right-of-way line to its intersection with the westerly right-of-way line of NE Third Avenue and the Point of Beginning, Assessor Map 1N1E 27DD.

Parcel 12:

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

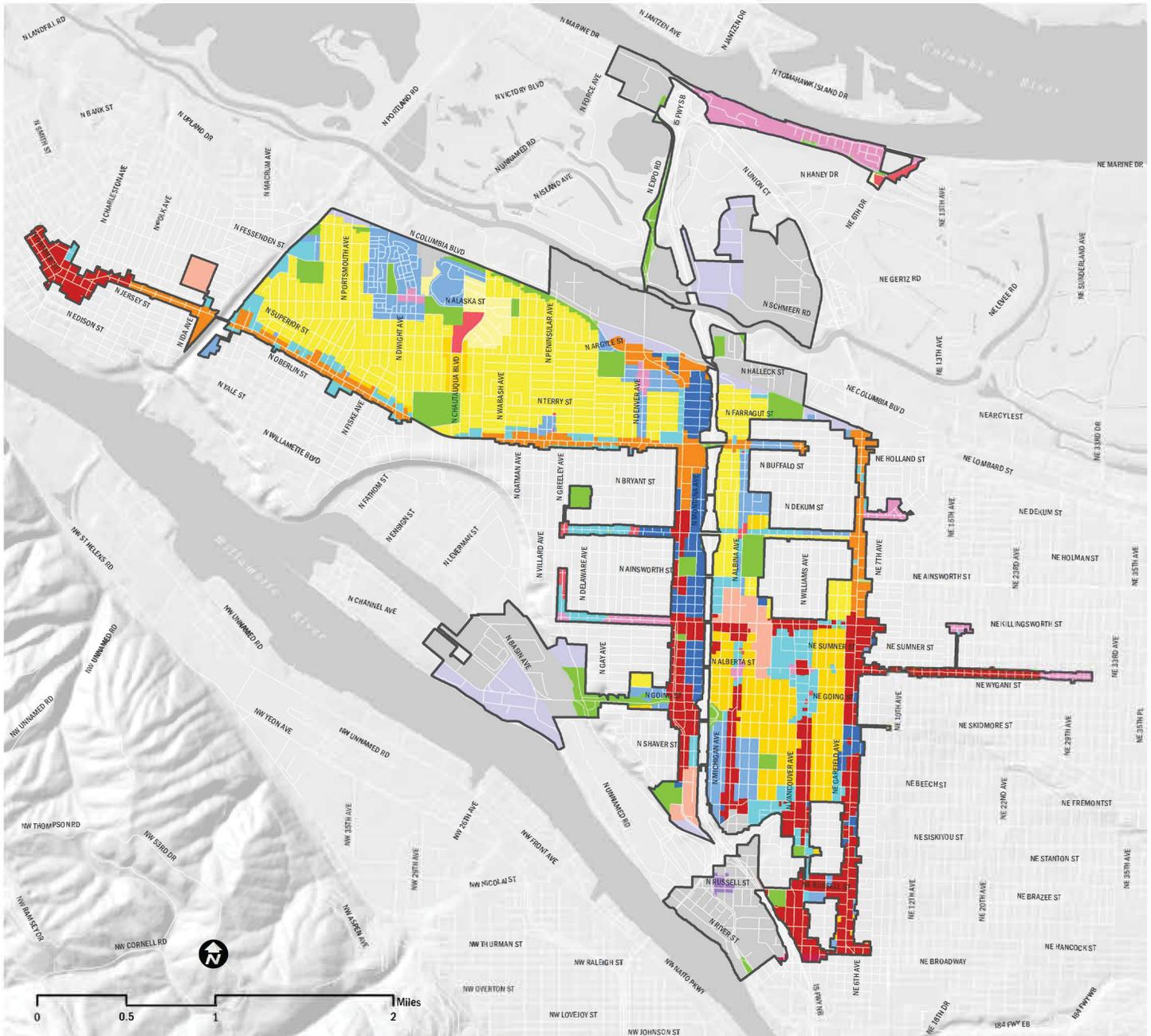
1212. Thence southeasterly 855 feet, more or less, along said southerly right-of-way line to its intersection with the westerly line of Tax Lot 100, Assessor Map 1N1E 2BC;
1213. Thence southerly 192 feet, more or less, along said westerly line to its intersection with the northerly right-of-way line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

Parcel 13 (per 11th Amendment)

1217. Beginning at a point along the easterly right-of-way line of N Lagoon Avenue said point being the most southerly corner of Parcel 2, Partition Plat 2004-8, recorded in the County of Multnomah, State of Oregon, said point being 124.23 feet, more or less, southeasterly of the extension of the northerly right-of-way line of N Commerce St with its intersection with the easterly right-of-way line of N Lagoon Ave, Assessor Map 1N1E 20AB;
1218. Thence southeasterly 1267.28 feet, more or less, along the easterly right-of-way line of N Lagoon Avenue to its intersection with the extension of the southerly right-of-way line N Ballast St., Assessor Maps 1N1E 20AB and 1N1E 20A;
1219. Thence southwest 357.26 feet, more or less, along the extension of the southerly right-of-way line of N Ballast Stand said southerly right-of-way line to the most westerly corner of that tract of land described in that deed document 2000-136571, recorded in the County of Multnomah, State of Oregon, Assessor Map 1N1E 20A;
1220. Thence northwest 432.83 feet, more or less, along a line parallel the easterly right-of-way line N Channel Ave to the most northerly corner of that tract of land described in that deed document 2015-118358 recorded in the County of Multnomah, State of Oregon, Assessor Map 1N1E 20A;

1221. Thence southwesterly 65.03 feet, more or less, along a line parallel to the northerly right-of-way line of N Ballast St to a corner located on the southeasterly boundary line of Parcel 2, Partition Plat 2004-145, recorded in the County of Multnomah, State of Oregon, said corner being located North 37°26'30" East 212.22 feet northeasterly of the most southerly corner of said lot 2, Assessor Maps 1N1E 20AB and 1N1E 20A;
1222. Thence northwesterly and northeasterly along the boundary line of said Parcel 2, Partition Plat 2004-145, the following two courses: North 52°33'30" West 45.16 feet and North 37°26'30" East 65.03 feet to a point on the southwesterly line of that tract of land described in Parcel 1 of that deed document 97-168895 recorded in the County of Multnomah, State of Oregon, Assessor Maps 1N1E 20AB and 1N1E 20A;
1223. Thence southeasterly 7.91 feet, more or less, along the most southwesterly line of that tract of land described in said Parcel 1 of that deed document 97-168895 to the most southerly corner said tract of land, Assessor Maps 1N1E20 AB and 1N1E 20A;
1224. Thence northeasterly 277.25 feet, more or less, along the southeasterly boundary line of the said Parcel 1 of that deed document 97-168895 to the westerly right of way line of N Lagoon Ave, Assessor Maps 1N1E20 AB and 1N1E 20A;
1225. Thence northwesterly 799.82 feet, more or less, along the westerly right-of-way line of N Lagoon Ave to a point that is 124.23 feet southeasterly of the extension of the northerly right-of-way line of N Commerce St, Assessor Map 1N1E 20AB;
1226. Thence northeasterly 80 feet, more or less, along a line parallel to the extension of the northerly right-of-way line of N Commerce St to most southerly corner of Parcel 2, Partition Plat 2004-8, recorded in the County of Multnomah, State of Oregon, said corner also being the point of beginning, Assessor Map 1N1E 20AB.

EXHIBIT B - COMPREHENSIVE PLAN MAP



Comprehensive Plan Designations

- | | | |
|--|---|--|
| CX - Central Commercial | Mixed Use - Neighborhood | R2.5 - Residential 2,500 |
| EX - Central Employment | Mixed Use - Urban Center | R5 - Residential 5,000 |
| IS - Industrial Sanctuary | Multi-Dwelling - Corridor | R7 - Residential 7,000 |
| Institutional Campus | Multi-Dwelling - Neighborhood | R10 - Residential 10,000 |
| ME - Mixed Employment | Multi-Dwelling - Urban Center | |
| Mixed Use - Civic Corridor | OS - Open Space | |
| Mixed Use - Dispersed | | |

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary of Community Input in N/NE Economic Development Initiative

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

Some of the specific outreach strategies were:

Community Advisory Committee

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

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

Community Meetings

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

Urban Renewal Advisory Committee meetings

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

PDC Board Briefings

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

Oregon Convention Center Urban Renewal Advisory Committee 2010 Membership

Regular Members represent the following organizations:

Neighborhood Associations:

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

Neighborhood Business Associations:

- N/NE Business Association

Community Partners:

- Housing Developer (CCC)

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

At Large Members:

- City-Wide

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

Neighborhood Associations:

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

Neighborhood Business Associations:

- Interstate Corridor Business Alliance
- North Portland Business Association

Community Partners:

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

At-Large Members:

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

Alternate Members:

- Eliot NA
- Overlook NA
- Kenton NA

N/NE Economic Development Initiative Web Page

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

Contains all information about the project including:

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

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

N/NE Facebook Page

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

Contains information about the project including:

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

Twitter

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

U.S. Mail

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

E-Blasts

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

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

Print Media

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

Electronic Media

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

Chambers of Commerce

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

Stakeholder Interviews

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

Outreach as Part of Amendment Approval Process

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

Additional Outreach for Rose Quarter Development Project

<http://rosequarterdevelopment.org/>

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

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

Findings of Fact Report

November, 2020

Background on Project Type of Amendment:

This Project is considered a legislative process as described in Chapter 3 of the Portland Comprehensive Plan. Legislative decisions establish long-range land use plans, investments, policies, or regulations that can affect large parts of the city and many people. Legislative land use decisions can also be used to change any element of the Comprehensive Plan and change or create new related codes and area plans intended to implement the City's Comprehensive Plan. These changes are accomplished through adoption of an ordinance by City Council. Legislative projects typically are:

- Initiated by City Council or City agencies.
- Reviewed by the Planning and Sustainability Commission (PSC), which transmits its recommendation to City Council.

Prosper Portland (then called the Portland Development Commission, the City of Portland's urban renewal agency) adopted the Interstate Corridor Urban Renewal Plan (Plan), in accordance with Chapter 457 of the Oregon Revised Statutes (ORS) on August 16, 2000. The Plan has been previously amended twelve times. This Amended and Restated Interstate Corridor Urban Renewal Plan 2021 makes changes to the Plan, which changes are referred to or identified in this Report for convenience as the "13th Amendment." In addition, this Amended and Restated Interstate Corridor Urban Renewal Plan 2021 amends and restates the Plan in its entirety, incorporating and subsuming all prior versions of the Plan, which prior versions are of no further force and effect to the extent absent from this 2021 Amended and Restated Plan.

The 13th amendment does two things: it increases the maximum indebtedness of the urban renewal area and adds funding for two types of projects, affordable housing development and a Cultural Business Hub. Maximum indebtedness is the total amount of funds allowed to be spent in the urban renewal area on projects, programs, and administration over the life of the urban renewal plan. The maximum indebtedness increase of the Interstate Corridor Urban Renewal Area is \$67 million, allocated to the implementation of the two projects. Seventy percent of the tax increment funding in the Interstate Corridor Urban Renewal Area goes to affordable housing to be implemented through the Portland Housing Bureau. The remaining thirty percent will be allocated to Prosper Portland. The financial resources generated by the 13th Amendment and allocated to Prosper Portland will be invested in administration and programs and projects that implement goals and objectives of the North/Northeast Community Development Initiative Action Plan, including the Williams & Russell project.

The 13th Amendment does not adopt a new plan, amend the goals and objectives, or amend the boundaries as stated in Comprehensive Plan Policy 1.8. However, due to the increase in the maximum indebtedness, the 13th Amendment is considered a substantial amendment by ORS 457 and must go

through the same review procedure as a new urban renewal plan, including finding the 13th Amendment in conformance with the Comprehensive Plan. The Goals and Objectives for these two types of projects already exist in the Interstate Corridor Urban Renewal Plan and the Interstate Corridor Urban Renewal Plan has been previously reviewed for its compliance with the Comprehensive Plan. The review of the 13th Amendment and how it complies with the Comprehensive Plan will focus on the increase of funding to implement projects and the two projects, affordable housing and a Cultural Business Hub.

ORS 457 uses the words “conforms to” (ORS 457.095(2)(c)). The Comprehensive Plan verbiage states “complies with” or is “consistent with”. In these findings, the statements “complies with” or is “consistent with” are the same as “conforms to”. “Conforms to” will be used in the implementing ordinance to be adopted by the Portland City Council as the ordinance requirements are set out in ORS 457.095.

Background on Project:

In 2017, Prosper Portland and Portland Housing Bureau staff began conversations with the community in the Interstate Corridor Urban Renewal Area to consider both increasing the maximum indebtedness (MI) of the area to fund additional affordable housing projects and to consider the development of what was then called the Hill Block, now called the Williams & Russell site. The North/Northeast Community Development Initiative Oversight Committee has guided the planning on this amendment after reviewing key considerations of the 13th Amendment.

As indicated in these findings, significant public outreach has resulted in a recommendation by the North/Northeast Community Development Initiative Oversight Committee to increase the maximum indebtedness of the Interstate Corridor Urban Renewal Plan by the statutory limitations, \$67 million, allocating 70% of the net increase in maximum indebtedness (after allowance for district administration) to affordable housing development through the Portland Housing Bureau and the remaining 30% of the increased MI to Prosper Portland for implementation of the North/Northeast Community Development Initiative including the Williams & Russell project.

The Portland Housing Bureau has vetted this MI increase through their community-based North/Northeast Housing Oversight Committee, which recommended moving forward with the MI increase.

There are three projects that will be undertaken in the Area by the Portland Housing Bureau with the increased MI. If there is additional funding or if one of these projects does not move forward, the Prosper Portland will provide the Portland Housing Bureau with use of such funds in accordance with ORS 456.125(5) for additional affordable housing units and to support affordable housing in alignment with the North/Northeast Neighborhood Housing Strategy. If for some reason any of these projects are unable to be completed, the re-allocation of funding will be determined by the Portland Housing Bureau to other affordable housing projects in the Interstate Corridor Urban Renewal Area.

1. Home ownership opportunity for 40 to 50 households on the Carey Boulevard property purchased by the Portland Housing Bureau from the Portland Water Bureau. Income restrictions for this project are up to 80% median family income (MFI) for two bedrooms or less or up to 100% for three or more bedrooms. The Portland Housing

Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy to select home buyers.

2. Development of the property owned by the Portland Housing Bureau located at the corner of North Williams and Alberta, of either home ownership or multifamily rental. This property was purchased by the Portland Housing Bureau in late summer of 2019. It has the potential of 100 to 150 units of rental housing. Incomes restrictions for this project are at 60% MFI or less. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy will be followed.
3. Funds set aside for the Williams & Russell project in the event that the decision is made by the Project Working Group to include affordable housing on that site. The same guidelines as the above two projects will apply depending on the type of development that is chosen, homeownership or rental.

The funds to be allocated to Prosper Portland will implement the North/Northeast Community Development Initiative including development of the Williams & Russell site, as described below.

Development Project: The Portland Mayor's Office, Prosper Portland, and Legacy Health have come together to support the development of a long-vacant parcel of land adjacent to Legacy Emanuel Medical Center in North Portland. The Williams & Russell property, historically known as the Hill Block, located at N. Russell Street and Williams Avenue, is currently owned by Legacy Health. Williams & Russell's size is approximately 1.7 acres or 74,000 square feet of land. The intention behind the redevelopment of Williams & Russell is to benefit, support, and honor Portland's Black community which has had a long-standing history of ownership in the area.

In the early 1970s, Prosper Portland (then the Portland Development Commission (PDC)) and the City of Portland condemned, purchased, and demolished 188 properties as part of the Emanuel Hospital expansion project. Emanuel Hospital purchased these properties from PDC and acquired additional properties from individual property owners in order to grow and expand its campus in North Portland. As part of the initial agreement of the hospital expansion, the deed from PDC to Emanuel Hospital required that Emanuel would complete "the development of the Property for hospital and other related uses ... by January 1, 1990." The deed stated that this specific requirement was binding and "for the benefit the Community and (PDC)" and was enforceable by PDC against (Emanuel Hospital). Since no development occurred on the site to date, the community stands to benefit from the future development of Williams & Russell. As such, in 2017 leaders in the community nominated representatives from organizations and groups connected to the North/Northeast community to serve as members of a Project Working Group (PWG), which convened in early 2018 and has subsequently worked to develop a process that will lead to the eventual development of Williams & Russell that will benefit the impacted community.

The site is located between North Vancouver and North Williams streets at the 2600 and 2700 blocks of North Russell. North Williams being the official boundary between North and Northeast Portland, the site is located right at the juncture of these "quadrants." The property consists of a single block, totaling roughly 1.7 acres, and is vacant except for two trees and two small concrete driveways. The site has a modest 2.5% slope and has previously been used as a parking lot. It enjoys excellent street access from four directions offering roughly 500 feet of street frontage on Williams and Vancouver, and approximately the same on Knott and Russell Streets. There are no obvious constraints to redevelopment.

The development is described in the North/Northeast Community Development Action Plan as:

Cultural-Business Hub at Williams & Russell Site: Foster multigenerational wealth creation by investing in a project that will provide commercial space for small businesses owned by Blacks and other people of color. The project will be a place for businesses to grow and thrive, and will create active, vital sites offering culturally specific products, services, foods and/or entertainment.

The project would be owned by Blacks and other people of color and meet specific timing, conditions and criteria:

Project Selection Criteria:

1. Aligns with the goals and objectives of the North/Northeast Community Development Initiative Action Plan especially:
 - Fostering multigenerational wealth creation through property ownership.
 - Fostering multigenerational wealth creation through business ownership.
2. Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
3. Demonstrates a commitment to tenanting a majority of the project with local, minority-owned businesses.
4. Provides long-term community benefits for Blacks and other people of color.
5. Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.
6. Demonstrates financial feasibility and commitment from development and financial partners.

Urban renewal plan substantial amendments must be found in conformance with the Comprehensive Plan goals, policies, and map. The analysis of conformance to Metro’s Urban Growth Management Functional Plan, the Statewide Planning Goals, and any relevant area plans adopted by City Council are also included in this Findings of Fact Report. (33.835.040 and 33.810.050).

1. **Finding:** The City Council has identified and addressed all relevant and applicable goals and policies in this document.
2. **Finding:** As discussed in more detail below, the City Council has considered the public testimony on this matter and has considered all applicable goals and policies and has found the Interstate Corridor Urban Renewal Plan Substantial Amendment 2020 is in conformance with the goals and policies of the Comprehensive Plan, Metro Urban Growth Management Functional Plan, Statewide Planning Goals and other relevant city plans.

Part I. Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the Statewide Planning Goals.

The Statewide Planning Goals that apply to Portland are:

- Goal 1 Citizen Involvement
- Goal 2 Land Use Planning
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resource Quality
- Goal 7 Areas Subject to Natural Hazards
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 10 Housing
- Goal 11 Public Facilities and Services
- Goal 12 Transportation
- Goal 13 Energy Conservation
- Goal 14 Urbanization
- Goal 15 Willamette River Greenway

There are approximately 560 acres of land both within Portland’s municipal boundaries and beyond the regional urban service boundary that can be classified as rural land. In 1991, as part of Ordinance 164517, the City Council took an exception to Goal 3 and 4. the agriculture and forestry goals. Because of the acknowledged exception, the following goals do not apply:

- Goal 3 Agricultural Lands
- Goal 4 Forest Lands

Other Statewide Planning Goals apply only within Oregon’s coastal zone. Since Portland is not within Oregon’s coastal zone, the following goals do not apply to this decision:

- Goal 16 Estuarine Resources
- Goal 17 Coastal Shorelands
- Goal 18 Beaches and Dunes
- Goal 19 Ocean Resources

Goal 1. Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

3. **Finding:** Portland adopted a Community Involvement Program on June 15, 2016. The Community Involvement Program serves as a framework to carry out policies from Chapter 2 — Community Involvement, of the 2035 Comprehensive Plan, and applies to legislative land use and transportation projects initiated by the City. Among the commitments that the City is asked to make in the Comprehensive Plan are the following:
 - To provide a wide range of opportunities for involvement in planning and investment decisions.
 - To achieve greater equity in land use actions through setting priorities and making decisions with meaningful involvement of under-served and under-represented communities.
 - To meaningfully involve, in decision making, those who potentially will be adversely affected by the results of those decisions.
 - To provide this meaningful involvement throughout the phases of planning and investment projects - issue identification and project design through implementation, monitoring, evaluation

and enforcement.

- To provide well-designed, relevant, responsive and culturally-responsive public involvement.
- To build community capacity for meaningful participation and leadership in planning and investment decisions.

The North/Northeast Community Development Initiative Oversight Committee was appointed in 2017 to advise Prosper Portland on implementing the North/Northeast Community Action Plan and review the components of a potential amendment to the Interstate Corridor Urban Renewal Plan. This committee has been further used to review this 13th Amendment. Council finds that community members were afforded opportunities to be involved in all phases of the planning process and the process was consistent with Goal 1 and the City's Community Involvement Program. Detailed findings outlining those opportunities are found in response to Comprehensive Plan Chapter 2 goals and policies, Finding 59.

Goal 2. Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

4. **Finding:** Goal 2, as it applies to the 13th Amendment requires the City to follow its established procedures for legislative amendments to the Comprehensive Plan policies, the Comprehensive Plan map, the Zoning Code, and the Zoning Map. The amendments comply with this goal because, as demonstrated by these findings, the 13th Amendment makes no changes to the Comprehensive Plan, Comprehensive Plan map Zoning Code or Zoning Code map.

Other government agencies received notice from the 35-day DLCD notice and the City's legislative notice. The City did not receive any requests from other government agencies to modify the 13th Amendment.

The City Council's decision is based on the findings in this document, which are based on the factual evidence presented to the Planning and Sustainability Commission and City Council that are incorporated in the record that provides the adequate factual basis for this decision.

Goal 5. Open Space, Scenic and Historic Areas, and Natural Resources. To protect natural resources and conserve scenic and historic areas and open spaces.

5. **Finding:** Goal 5 addresses open spaces, scenic resources, historic resources, and natural resources.

Open Spaces. The 13th Amendment does not impact Open Spaces.

Scenic Resources. The 13th Amendment does not impact Scenic Resources.

Historic Resources. Historic resources are located throughout the City. Council is not amending historic resource protections (Chapter 33.445). The sites on which new projects will be constructed are all vacant sites with no historic resources.

Natural Resources. The 13th Amendment does not impact Natural Resources.

Generally. As noted below in the findings for the 2035 Comprehensive Plan, the 13th Amendment is consistent with the goals and policies of Chapter 4 (Design and Development, including Historic and Cultural Resources) and Chapter 7 (Environment and Watershed Health) of the 2035

Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, 13th Amendment is consistent with the requirements of Statewide Planning Goal 5.

Goal 6. Air, Water, and Land Resource Quality. To maintain and improve the quality of the air, water and land resources of the state.

6. **Finding:** Goal 6 requires the maintenance and improvement of the quality of air, water, and land resources. The State has not yet adopted specific requirements for complying with Statewide Planning Goal 6. The City is in compliance with environmental standards and statutes, including the federal Clean Water Act and Clean Air Act. Existing City regulations including Title 10 (Erosion Control) and the Stormwater Management Manual will remain in effect and are applicable to future development. As noted below in the findings for the 2035 Comprehensive Plan, the 13th Amendment is consistent with the goals and policies of Chapter 7 (Environment and Watershed Health) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. Therefore, the 13th Amendment is consistent with the requirements of Statewide Planning Goal 6.

Goal 7, Areas Subject to Natural Disasters and Hazards. To protect people and property from natural hazards.

7. **Finding:** The State has not yet adopted specific requirements for complying with Statewide Planning Goal 7. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, included a development constraint analysis that identified parts of Portland that are subject to natural hazards. The City of Portland used several sources of information in its Comprehensive Plan to identify potential hazards:
- Special flood hazard area (Land area covered by the floodwaters of the base flood, as shown on the Federal Emergency Management Agency (FEMA) maps in effect on November 26, 2010);
 - Floodway (The active flowing channel during a flood, as designated on the flood maps adopted under authority of Title 24 of the Portland City Code);
 - 1996 Flood Inundation area (A record peak flow in February of 1996 caused the Willamette River and its major tributaries to flood. This map was created to delineate the inundated areas near the mainstem and major tributaries of the Willamette River);
 - Potential Rapidly Moving Landslide Hazard Zones (as shown in the DOGAMI IMS-22 publication); and
 - Deep landslide—High Susceptibility or Landslide Deposit or Scarp as shown in the DOGAMI IMS-57 publication.

The sites on which new projects will be constructed in the 13th Amendment are all vacant sites that are not in flood zones or subject to other natural hazards. Therefore, the 13th Amendment will not expose people and property to natural hazards and is consistent with Goal 7.

Goal 8. Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

8. **Finding:** Goal 8 focuses on the provision of destination resorts. However, it does impose a general obligation on the City to plan for meeting its residents' recreational needs: "(1) in coordination with

private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements.”

Goal 8 provides that “Recreation Needs -- refers to existing and future demand by citizens and visitors for recreation areas, facilities and opportunities.” Goal 8 also provides that “Recreation Areas, Facilities and Opportunities -- provide for human development and enrichment, and include but are not limited to: open space and scenic landscapes; recreational lands; history, archaeology and natural science resources; scenic roads and travelers; sports and cultural events; camping, picnicking and recreational lodging; tourist facilities and accommodations; trails; waterway use facilities; hunting; angling; winter sports; mineral resources; active and passive games and activities.”

The City of Portland has robust and diverse system of parks, recreation areas and open spaces, and the 13th Amendment does not change this program. The 13th Amendment does not affect any land designated as open space and is consistent with Goal 8. More detailed findings are found in response to Comprehensive Plan Chapter 8 policies – in particular – 8.93 through 8.103, and are incorporated by reference.

Goal 9. Economic Development. To provide adequate opportunities throughout the state for a variety of economic activities vital to health, welfare, and prosperity of Oregon’s citizens.

9. **Finding:** Goal 9 requires cities to consider economic activities vital to the health, welfare, and prosperity of Oregon's citizens. Comprehensive plans for urban areas are required to include, among other things: an analysis of economic patterns, potentialities, strengths, and deficiencies; policies concerning economic development; and land use maps that provide for at least an adequate supply of sites for a variety of industrial and commercial uses.

The 2035 *Comprehensive Plan* demonstrates compliance with Goal 9. Land needs for a variety of industrial and commercial uses are identified in the *Economic Opportunities Analysis (EOA)*, which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017.

The City’s acknowledged EOA analyzed and demonstrated adequate growth capacity for a diverse range of employment uses. The 13th Amendment is consistent with Goal 9 because it does not reduce the supply of employment land. There are no zone changes involved in the amendment.

Detailed findings on this topic are found in response to Comprehensive Plan Chapter 6 policies and are incorporated by reference.

Goal 10. Housing. To provide for the housing needs of citizens of the state.

10. **Finding:** Goal 10 specifies that each city must plan for and accommodate needed housing types. As used in ORS 197.307 “needed housing” means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, and includes attached and detached single-family housing and multiple family housing for both owner and renter occupancy.

Goal 10 requires each city to inventory its buildable residential lands, forecast future needs, and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Goal 10 and its implementing administrative rules contain the following specific requirements:

1. Identify future housing needs by amount, type, tenure and affordability;

2. Maintain a residential Buildable Lands Inventory (BLI) with sufficient land to meet identified needs;
3. Adopt land use maps, public facility plans and policies to accommodate needed housing (housing capacity, as well as type, tenure and affordability);
4. Meet minimum density and housing mix requirements (including the Metropolitan Housing Rule);
5. Adopt clear and objective standards for needed housing.

The adopted *2035 Comprehensive Plan* conducted city-wide analysis to demonstrate compliance with Goal 10. The City's Housing Needs Analysis, which was adopted (Ordinance 185657) and acknowledged by LCDC on June 11, 2014, consists of five distinct reports that analyzed the state of housing supply, housing affordability issues and the City's ability to meet projected housing demand. The Buildable Land Inventory (BLI), which was adopted (Ordinance 187831) and acknowledged by LCDC on April 25, 2017, identified the supply of land available to provide this needed housing.

Goal 10 mandates that local jurisdictions ensure adequate capacity, and provides a “floor” for such measure, but does not restrict or prevent jurisdictions from increasing housing capacity above a set “ceiling”. In other words, just because the City has shown that it meets the number of requisite units to accommodate the forecast growth, Goal 10 does not prevent the City from increasing the capacity, and especially so when such increases help improve the housing target performance in other areas of the goal (type, tenure and affordability).

As noted below in the findings for the 2035 Comprehensive Plan, the 13th Amendment is consistent with the goals and policies of Chapter 5 (Housing) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. The 13th Amendment provides a funding source to increase the supply of affordable housing, implementing the provisions of the city's housing policies. Therefore, the 13th Amendment is consistent with the requirements of Statewide Planning Goal 10.

Goal 11. Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

- 11. Finding:** Statewide Planning Goal 11, Public Facilities, requires cities to adopt and update public facilities plans. Public facilities plans ensure that urban development is guided and supported by types and levels of water, sewer and transportation facilities appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement.

The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Statewide Planning Goal 11.

Findings addressing water, sanitary sewage disposal, stormwater management, and school district capacity are found in findings in Chapter 8 policies. Findings addressing transportation systems are addressed in Chapter 9 policies. Therefore, as described in these findings, the 13th Amendment is consistent with the requirements of Statewide Planning Goal 11 as it does not impact the water, sanitary sewage disposal, stormwater management and school district capacity.

Goal 12. Transportation. To provide and encourage a safe, convenient and economic transportation system.

- 12. Finding:** This goal requires Portland to adopt a *Transportation System Plan (TSP)* that supports safe, convenient and economical movement of people and goods, and supports a pattern of travel that will avoid air pollution, traffic and livability problems. Parts but not all of the City’s *TSP* have to be adopted as part of the *Comprehensive Plan*

All cities are required to provide safe and convenient motor vehicle, pedestrian and bicycle travel on a well-connected network of streets. Larger cities are required to provide for transit service and to promote more efficient performance of existing transportation facilities through transportation system management and demand management measures.

Goal 12 rules require coordination with the state and regional transportation plans (such as the *Oregon Highway Plan* and the *Regional Transportation Plan*), and with other transportation providers. OAR 660-012-0060 states that if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would have a significant negative impact on an existing or planned transportation facility, then the local government must take mitigating action, or plan for additional facilities to accommodate the expected impact. Generally, a jurisdiction cannot take action that significantly increases traffic on a facility that is failing to meet state, regional, or local mobility standards.

A key objective of Goal 12 (and associated administrative rules) is to reduce reliance on single occupancy automobile use, particularly during the morning and afternoon commutes. To accomplish this, the Goal requires street connectivity and land use patterns, “that make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.”

The transportation impacts of the 13th Amendment could come from the development of the housing and the implementation of the North/Northeast Community Development Initiative including the Cultural-Business Hub. These potential impacts will be further analyzed by the city as building permits are requested on each site to ensure consistency with the City’s *Comprehensive Plan* and its *TSP*, and accordingly the 13th Amendment is consistent with Goal 12. Two of the sites are all located along transit routes and near the light rail line. One housing site is located in North Portland and is close to bus service.

Goal 13. Energy Conservation. To conserve energy.

- 13. Finding:** The State has not adopted specific rules for complying with Statewide Planning Goal 13. Goal 13 generally requires that land use plans contribute to energy conservation.

The 13th Amendment does not adopt or amend a local energy policy or implementing provisions. The focus of the 13th Amendment is to provide a funding source for affordable housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub. The 13th Amendment does not change any site or building development standards. By encouraging land use development in a developed urban area, the 13th Amendment will contribute to energy conservation, and is therefore consistent with Goal 13.

Goal 14. Urbanization. To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

14. Finding: Metro exercises Goal 14 obligations on behalf of Portland and other cities within the Metropolitan region. Metro has adopted an Urban Growth Management Functional Plan and compliance with this plan by constituent cities assures compliance with Goal 14, which is discussed in Part II of this document and those findings are incorporated by reference.

As discussed above under Goals 9 and 10, the impact of the 13th Amendment will add a financing source which will increase development in areas located inside the urban growth boundary, further enabling the City to accommodate its forecasted growth. The 13th Amendment increases the efficient use of land by increasing housing capacity, implementation of the North/Northeast Community Development Initiative including neighborhood commercial development on underutilized land. Therefore, the 13th Amendment is consistent with the requirements of Statewide Land Use Goal 14.

Goal 15. Willamette River Greenway. To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

15. Finding: Goal 15 requires cities to adopt local greenway plans, along with criteria for new development, new uses, and the increase of uses along the river. The 13th Amendment is consistent with the requirements of Statewide Land Use Goal 15 because it does not impact any lands within the Willamette River Greenway.

Part II. Metro Urban Growth Management Functional Plan

Under ORS 268.380 and its Charter, Metro has the authority to adopt regional plans and require city and county comprehensive plans to comply with the regional plan. Metro adopted its Urban Growth Management Functional Plan under this authority.

In Metro's June 2011 update to its 2010 compliance report Metro found, "The City of Portland is in compliance with all Urban Growth Management Functional Plan requirements in effect on December 15, 2010, except for Title 13, Nature in Neighborhoods." On January 16, 2013 the City received a letter from Metro stating that Portland had achieved compliance with Title 13.

Title 1. Housing Capacity. The Regional Framework Plan calls for a compact urban form and a "fair-share" approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity, especially in centers, corridors, main streets, and station communities, except as provided in section 3.07.120.

16. **Finding:** The 13th Amendment provides more funding for affordable housing in the Interstate Corridor Urban Renewal Plan area boundary, and is therefore consistent with Title 1. Additional findings are found in Finding 114.

Title 2. Regional Parking Policy. (Repealed Ord. 10-1241B, Sec. 6, 1997)

Title 3. Water Quality and Flood Management. To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

17. **Finding:** Title 3 calls for the protection of the beneficial water uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Title 3 establishes performance standards for 1) flood management; 2) erosion and sediment control; and 3) water quality. The City has adopted overlay zones and land use regulations (33.430, 33.465, 33.537, 33.563, 33.564, 33.631, 33.640) as well as Title 10 Erosion Control and the balanced cut-and-fill standards in Title 24 Building Regulations, that, in the June 2011 update to its 2010 compliance report, Metro found sufficient to comply with Title 3. The 13th Amendment does not change any of these overlays or regulations and is therefore consistent with Title 3.

Title 4. Industrial and Other Employment Areas. The Regional Framework Plan calls for a strong regional economy. To improve the economy, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

18. **Finding:** The purpose of Title 4 is to maintain a regional supply of existing industrial and employment land by limiting competing uses for this land. Metro has not adopted a Statewide Planning Goal 9 economic opportunities analysis for the region, so Title 4 is not based on an assessment of the land needed for various employment types, nor do the Title 4 maps necessarily

depict lands most suitable to accommodate future job growth. Rather, Title 4 seeks to protect the manufacturing, warehousing, and distribution of goods within three types of mapped areas by limiting competing uses. These three areas are Regionally Significant Industrial Areas (RSIAs), Industrial Areas, and Employment Areas.

None of the parcels to be developed using funds from the 13th Amendment are in Metro designated Employment Areas. Therefore, the 13th Amendment is consistent with the requirements of Metro Title 4.

Title 5. Neighboring Cities (Repealed Ord. 10-1238A, Sec. 4, 1997)

Title 6. Centers, Corridors, Station Communities and Main Streets. The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

19. **Finding:** Title 6 establishes eligibility criteria for certain regional investments, and the use of more flexible trip generation assumptions when evaluating transportation impacts. Title 6 also contains aspirational activity level targets for different Metro 2040 place types. This title is incentive-based, so these findings simply serve to document intent. There are no specific mandatory compliance standards in Title 6 that apply to this ordinance.

Metro has designated the areas that may qualify for these regional incentives, including transit stations, the Central City, Gateway regional center, along with Hollywood, Hillsdale, Raleigh Hills, West Portland, Lents, and St. Johns town centers. The 13th Amendment helps to achieve Metro 2040 Growth Concept by developing vacant land near Metro-designated centers and corridors as described in more detail in response to Comprehensive Plan policies in Chapters 5 and 10 and is therefore consistent with Title 6. .

Title 7. Housing Choice. The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

20. **Finding:** Title 7 addresses housing choice. Metro adopted voluntary affordable housing goals for each city and county in the region for the years 2001 to 2006, but never updated them. Therefore, Title 7 does not apply. Nevertheless, the recently adopted *2035 Comprehensive Plan* includes city-wide affordable housing production goals that greatly exceed those adopted by the outdated Title 7 (Ordinance 178832). The 13th Amendment supports the production of affordable housing by providing a funding source for that development as more detailed in Finding 114 and is therefore consistent with Title 7.

Title 8. Compliance Procedures. Title 8 addresses compliance procedures and establishes a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements. An amendment to a city or county comprehensive plan or land use regulation shall be deemed to comply with the functional plan upon the expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon the final decision on appeal. Once the amendment is deemed to comply, the functional plan requirement shall no longer apply to land use decisions made in conformance with the amendment. A city or county proposing an amendment

to a comprehensive plan or land use regulation shall submit the proposed amendment to Metro at least 35 days prior to the first evidentiary hearing on the amendment.

21. **Finding:** Required notice was provided to Metro. Title 8 also requires the City to provide findings of compliance with the *Urban Growth Management Functional Plan*. These findings meet this requirement. All applicable requirements of Title 8 have been met.

Title 9. Performance Measures. (repealed Ord. 10-1244B, Sec. 8, 2010)

Title 10. Functional Plan Definitions. Title 10 contains definitions.

22. **Finding:** When 2035 Comprehensive Plan uses a term found in Title 10 either the term has the same meaning found in Title 10, or the difference is explained. The 13th Amendment does not change any definitions in the 2035 Comprehensive Plan that are also found in Title 10. All applicable requirements of Title 10 requirements have been met.

Title 11. Planning for New Urban Areas. The purpose of Title 11 to guide long range planning for urban reserves and areas added to the UGB. It is also provides interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

23. **Finding:** The amendments do not add areas to the UGB. Therefore, this Title is not applicable.

Title 12. Protection of Residential Neighborhoods. Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services.

In order to protect these areas, Metro shall not require any city or county to authorize an increase in the residential density of a single-family neighborhood in an area mapped solely as Neighborhood. In addition, specific limits on access to commercial services are applied to commercial uses within designated neighborhood centers in order to reduce air pollution and traffic congestion. This Title also calls on Cities to establish a level of service standard for parks and greenspaces that calls for a park facility within a specified distance of all residences.

24. **Finding:** Title 12 largely restricts Metro's authority to plan and regulate density in single-family neighborhoods. The 13th Amendment does not include changes to Metro's neighborhood center designations or authorize any large-format commercial uses. The City has already established a goal in its Parks 2020 Vision of providing a basic, developed Neighborhood Park facility within a half mile of every Portland resident, and a Community Park within a mile of every resident. Findings related to Title 3 related to water quality are incorporated here by reference. Therefore, the 13th Amendment complies with Title 12.

Title 13. Nature in Neighborhoods. The purposes of this program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region.

25. **Finding:** Title 13 is expressly intended to provide a minimum baseline level of protection for identified Habitat Conservation Areas. Local jurisdictions may achieve substantial compliance with Title 13 using regulatory and/or non-regulatory tools. The City of Portland implements Title 13

through its adopted Natural Resources Inventory (NRI) and subsequent protection measures through the environmental overlay zones, which Metro has found to be in substantial compliance with Title 13.

No changes to the environmental overlay zones are proposed as part of this project. Therefore, the 13th Amendment is consistent with the requirements of Title 13. More specific findings related to environmental conservation and habitat protection are found in response to Comprehensive Plan Chapter 7 policies.

Title 14. Urban Growth Management Plan. Title 14 addresses the regional urban growth boundary.

26. Finding: This ordinance does not require, nor initiate, a boundary change, Title 14 does not apply.

Summary, Urban Growth Management Functional Plan Findings

27. Finding: The Metro Title 10 definition of comply or compliance means “substantial” rather than absolute compliance. "Substantial compliance" means city comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.

For the facts and reasons stated above this ordinance substantially complies with all Urban Growth Management Functional Plan requirements applicable to the 13th Amendment.

Part III. Portland’s Comprehensive Plan

Portland’s 2035 Comprehensive Plan was adopted as part of Task Four of Periodic Review. Task Four was adopted by Ordinance No. 187832 on June 15, 2016. The 2035 Comprehensive Plan was amended as part of Task Five of Periodic Review, which was adopted by Ordinance No. 188177 on December 21, 2016. Both ordinances were made effective on May 24, 2018 by Ordinance No. 188695, and both Tasks Four and Five were approved by LCDC Order 18 – WKTSK – 001897 on August 8, 2018.

28. Finding: The City Council has identified the following guiding principles, goals and policies to be applicable to the 13th Amendment.

Guiding Principles

The 2035 Comprehensive Plan adopted five “guiding principles” in addition to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall policy framework of the plan. While the policies in the Comprehensive Plan effectively ensure that the guiding principles are met, the findings below further demonstrate that in addition to meeting those specific policies on balance, the 3th Amendment is consistent with these guiding principles as described below.

Economic Prosperity. Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

29. Finding: The 13th Amendment does not change the comprehensive plan designations on any currently designated employment lands and does not change any zoning code provisions that apply to commercial or employment areas. Therefore, there is no direct impact to employment capacity or economic activity, and it is therefore consistent with this guiding principle. The 13th Amendment helps support business district vitality by allowing for more households to locate in Portland, closer to goods, services, and markets. The 13th Amendment also helps support the city’s general economic competitiveness by increasing the available housing capacity. The implementation of the North/Northeast Community Development Initiative including the Williams & Russell site development will provide commercial space for small businesses owned by Blacks and other people of color.

Human Health. Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

30. Finding: Homelessness and the housing cost burden has a direct health impact on many Portlanders – either through added economic stress and the inability to afford medical care, or through the direct impact of living outdoors. The 13th Amendment is supporting human health and furthering this principle because it is focused on increasing the available housing capacity and on creating a community based development that will include a development project whose focus is to honor Portland’s Black community, support community housing and economic needs, and further Legacy Health’s mission of promoting health and wellness for children and families.

Environmental Health. Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland’s air, water and land.

31. Finding: The 13th Amendment supports this principle by promoting the development of housing and a neighborhood based on existing tax lots. This expands the capacity to provide housing in Portland without impacting natural areas.

Equity. Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

32. **Finding:** The 13th Amendment is supporting equity and this guiding principle because it is focused on increasing the available housing capacity guided by the strategies established in the North Northeast Housing strategy and on creating a community based development that will include a development project whose focus is to honor Portland’s Black community, support community housing and economic needs, and further Legacy Health’s mission of promoting health and wellness for children and families.

Resilience. Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

33. **Finding:** The 13th Amendment furthers this principle by adding needed affordable housing units and implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub in the neighborhood, supporting residents and providing housing choices for those who have been historically impacted by previous urban renewal activities.

Chapter 1: The Plan

Goal 1.A: Multiple goals. Portland’s Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

34. **Finding:** As noted above, the 13th Amendment is consistent with the guiding principles of the Comprehensive Plan. As part of an integrated approach to meet multiple goals, the City Council has considered, weighed and balanced applicable policies, as described on page HTU-5 of the Comprehensive Plan, to determine that this ordinance on the whole complies with the Comprehensive Plan. As described below, the City Council’s decision to adopt the 13th Amendment has considered the multiple goals of the comprehensive plan, including the guiding principles, to determine that the adoption of this ordinance will ensure that Portland is prosperous, healthy, equitable, and resilient.

Goal 1.B: Regional partnership. Portland’s Comprehensive Plan acknowledges Portland’s role within the region, and it is coordinated with the policies of governmental partners.

35. **Finding:** The findings show how the amendments are consistent with Metro’s Urban Growth Management Functional Plan and the Statewide Planning Goals, including Goal 2 which requires coordination. All impacted taxing districts received notice of the proposed 13th Amendment from the required 45 day consult and confer process identified in **ORS 457 and from the City’s legislative notice.**

Goal 1.C: A well-functioning plan. Portland’s Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

36. **Finding:** The City Council defines “effective” as being successful in producing a desired or intended result. The desired or intended result is embodied in the Guiding Principles and goals and policies of the Comprehensive Plan. These findings demonstrate how the 13th Amendment is consistent with the Comprehensive Plan, including advancing multiple goals. The 13th Amendment provides a funding source to finance more housing and implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub development to promote livable communities and address historic displacement in the ICURA boundary.

Goal 1.D: Implementation tools. Portland’s Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public’s current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

37. **Finding:** The 13th Amendment is one of the implementation tools for the Comprehensive Plan by providing financing to complete projects in the ICURA boundary.

The City Council defines “flexibility” as a capability to adapt to new, different, or changing requirements and “innovation” as the introduction of something new. The 13th Amendment provides for funding of housing in the Area and for implementation of the North/Northeast Community Development Initiative including working with the community on a Cultural-Business Hub development and is therefore consistent with this goal.

Goal 1.E: Administration. Portland’s Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.

38. **Finding:** The 13th Amendment does not change the 2035 Comprehensive Plan or provide standards for implementing the plan. As noted above, the amendments are consistent with the guiding principles of the 2035 Comprehensive Plan.

The findings in this exhibit demonstrate how the 13th Amendment is consistent with the 2035 Comprehensive Plan by providing financing source for the development of affordable housing and implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub. The findings additionally show how the 13th Amendment is consistent with the Urban Growth Management Functional Plan, and the Statewide Planning Goals. All impacted taxing districts received notice of the proposed 13th Amendment through the required 45 day consult and confer process and **the City’s legislative notice.**

The Comprehensive Plan

Policy 1.1. Comprehensive Plan elements. Maintain a Comprehensive Plan that includes these elements:

- **Vision and Guiding Principles.** The Vision is a statement of where the City aspires to be in 2035. The Guiding Principles call for decisions that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.
 - **Goals and policies.** The goals and policies of the Comprehensive Plan, including the Urban Design Framework, provide the long-range planning direction for the development and redevelopment of the city.
 - **Comprehensive Plan Map.** The Comprehensive Plan Map is the official long-range planning guide for spatially defining the desired land uses and development in Portland. The Comprehensive Plan Map is a series of maps, which together show the boundaries of municipal incorporation, the Urban Service Boundary, land use designations, and the recognized boundaries of the Central City, Gateway regional center, town centers, and neighborhood centers.
 - **List of Significant Projects.** The List of Significant Projects identifies the public facility projects needed to serve designated land uses through 2035 including expected new housing and jobs. It is based on the framework provided by a supporting Public Facilities Plan (PFP). The Citywide Systems Plan (CSP) is the City’s public facilities plan. The Transportation System Plan (TSP) includes the transportation-related list of significant projects. The list element of the TSP is also an element of the Comprehensive Plan.
 - **Transportation policies, street classifications, and street plans.** The policies, street classifications, and street plan maps contained in the Transportation System Plan (TSP) are an element of the Comprehensive Plan. Other parts of the TSP function as a supporting document, as described in Policy 1.2.
39. **Finding:** The 13th Amendment does not change the structure of these plan elements. This policy does not apply.

Supporting Documents

Policy 1.2. Comprehensive Plan supporting documents. Maintain and periodically update the

following Comprehensive Plan supporting documents.

- 1. Inventories and analyses.** The following inventories and analyses are supporting documents to the Comprehensive Plan:
 - Economic Opportunities Analysis (EOA)
 - Buildable Lands Inventory (BLI)
 - Natural Resource Inventory (NRI)
 - Housing Needs Analysis (HNA)
- 40. Finding:** The above-noted supporting documents are not impacted by the 13th Amendment. This Policy is not applicable.
- 2. Public Facilities Plan.** The Public Facilities Plan (PFP) is a coordinated plan for the provision of urban public facilities and services within Portland’s Urban Services Boundary. The Citywide Systems Plan (CSP) is the City’s public facilities plan.
- 41. Finding:** As demonstrated in the findings – the 13th Amendment does not impact the provision of public services and is consistent with the adopted Citywide Systems Plan (CSP). The CSP, which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017, includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Statewide Planning Goal 11. The 13th Amendment does not amend the Citywide Systems Plan (CSP) and is consistent with the CSP.
- 3. Transportation System Plan (TSP).** The TSP is the detailed long-range plan to guide transportation system functions and investments. The TSP ensures that new development and allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The TSP includes a financial plan to identify revenue sources for planned transportation facilities included on the List of Significant Projects. The TSP is the transportation element of the Public Facilities Plan. Certain components of the TSP are elements of the Comprehensive Plan. *See Policy 1.1.*
- 42. Finding:** As demonstrated in the findings for Statewide Planning Goal 12 (Transportation) and the goals and policies of Chapter 9 (Transportation), the 13th Amendment is consistent with and does not amend the Transportation System Plan.
- 4. School Facility Plans.** School facility plans that were developed in consultation with the City, adopted by school districts serving the City, and that meet the requirements of ORS 195 are considered supporting documents to the Comprehensive Plan.
- 43. Finding:** David Douglas School District (DDSD) is currently the only school district in Portland with an adopted school facility plan that meets this policy. None of the proposed housing developments will be in the service area for this school district, so there will be no impact on this school district.

Implementation tools

Policy 1.3. Implementation tools subject to the Comprehensive Plan. Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan.

Implementation tools include those identified in policies 1.4 through 1.9.

- 44. Finding:** The 13th Amendment is consistent with this policy because it does not change any of the identified implementation tools and is specifically identified as Policy 1.8 urban renewal plans. Urban renewal plans provide the financial capacity to implement city adopted plans.

Policy 1.4. Zoning Code. Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

45. **Finding:** Title 33 is the adopted and effective zoning code tool for the city. The 13th Amendment is consistent with this policy because it does not change the zoning code.

Policy 1.5 Zoning Map. Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

47. **Finding:** The 13th Amendment is consistent with this policy because it does not change the zoning map.

Policy 1.6 Service coordination agreements. Maintain coordination agreements with local governments of adjoining jurisdictions concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and public school districts concerning educational facilities within Portland's Urban Services Boundary.

48. **Finding:** The city maintains several intergovernmental agreements concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and with public school districts. This policy is inapplicable to the 13th Amendment because there are no changes being made to these coordination agreements.

Policy 1.7 Annexations. Provide a process incorporating urban and urbanizable land within the City's Urban Services Boundary through annexation. See policies 8.11-8.19 for service extension requirements for annexations.

49. **Finding:** The city has a process for incorporating urban and urbanizable land. The 13th Amendment does not include any annexations nor change current processes for incorporation of land. Therefore, this policy is not applicable.

Policy 1.8 Urban renewal plans. Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, adopt or amend goals and objectives that will guide investment priorities within a district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan.

50. **Finding:** The 13th Amendment does not adopt a new plan, amend the goals and objectives or amend the boundaries, it does increase the maximum indebtedness of the urban renewal plan. Maximum indebtedness is the total amount of funds allowed to be spent in the urban renewal area on projects, programs and administration over the life of the urban renewal plan. Due to the increase in the maximum indebtedness, the 13th Amendment is considered a substantial amendment by ORS 457 and must go through the same review procedure as a new urban renewal plan, including finding the 13th Amendment in conformance with the Comprehensive Plan. The maximum indebtedness increase of the Interstate Corridor Urban Renewal Area is \$67 million, allocated to the implementation of projects. The 13th Amendment describes two types of projects on which the increased funding may be used: affordable housing defined in Finding 114 and a implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub, defined in Finding 148. Goals and Objectives for these two types of projects already exist in the Interstate Corridor Urban Renewal Plan and the Interstate Corridor Urban Renewal Plan has been previously reviewed for its compliance with the Comprehensive Plan. The 13th

Amendment complies with the Comprehensive Plan and is consistent with this policy because it provides increased financing to implement the Comprehensive Plan.

Policy 1.9 Development agreements. Consider development agreements entered into by the City of Portland and pursuant to Oregon Revised Statute 94 a Comprehensive Plan implementation tool.

51. **Finding:** The 13th Amendment is consistent with the policy because implementation of the 13th Amendment may necessitate development agreements between the Portland Housing Bureau or Prosper Portland with developers for the provision of the housing, implementation of the North/Northeast Community Development Initiative including the Cultural-Business Hub on the Williams & Russel site.

Administration

Policy 1.10. Compliance with the Comprehensive Plan. Ensure that amendments to the Comprehensive Plan’s elements, supporting documents, and implementation tools comply with the Comprehensive Plan. “Comply” means that amendments must be evaluated against the Comprehensive Plan’s applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan than the existing language or designation.

1.10.a Legislative amendments to the Comprehensive Plan’s elements and implementation tools must also comply with the Guiding Principles.

1.10.b Legislative amendments to the Comprehensive Plan’s elements should be based on the factual basis established in the supporting documents as updated and amended over time.

1.10.c Amendments to the Zoning Map are in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map.

52. **Finding:** The 13th Amendment does not change any provision in the Comprehensive Plan nor in the Zoning Code. It is merely an implementation tool. The City Council finds that this is a fundamental policy of the Comprehensive Plan that guides the manner in which the City Council considers amendments to the Plan itself or any implementing regulations, such as the Zoning Code. The City Council interprets the policy to require the Council to consider whether, after considering all relevant facts, an amendment is equally or more supportive of the Comprehensive Plan. The City Council finds that an amendment is equally supportive when it is on its face directly supported by goals and policies in the Plan. The City Council finds that an amendment is more supportive of the Comprehensive Plan when the amendment will further advance goals and policies, particularly those that are aspirational in nature. The City Council finds that the policy requires consideration as to whether amendments are equally or more supportive of the Plan *as a whole*. The City Council finds that amendments do not need to be equally or more supportive with individual goals and policies, but rather amendments must be equally or more supportive of the entire Comprehensive Plan. Therefore, the City Council finds that there may be instances where specific goals and policies are not supported by the amendments but still the amendment is equally or more supportive of the entire Comprehensive Plan when considered cumulatively. The City Council finds that there is no precise mathematical equation for determining when the Plan as a whole is supported but rather such consideration requires City Council discretion in evaluating the competing interests and objectives of the plan.

The 13th Amendment’s conformance to the Comprehensive Plan is a legislative decision by the Bureau of Planning and Sustainability. These findings identify how the 13th Amendment conforms to the Comprehensive Plan. That is, the 13th Amendment is evaluated against the Comprehensive

Plan's Guiding Principles, goals, and policies, as detailed throughout this set of findings. As described in the finding for Policy 1.2, the factual basis of the supporting documents is not changed by this ordinance.

The City Council finds that the 13th Amendment is in conformance with the Comprehensive Plan as it does not make any changes to the Comprehensive Plan, but implements provisions of the Comprehensive Plan.

Findings in Chapter 10 address consistency with the Comprehensive Plan Map.

Policy 1.11. Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary. Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland Metropolitan area.

53. **Finding:** The 13th Amendment is consistent with this policy because it aims to provide additional residential capacity in Portland as described in Chapter 5 findings. This supports Metro's plan for a tight urban growth boundary by reducing pressure to develop housing in new greenfield areas.

Policy 1.12. Consistency with Statewide Planning Goals. Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

54. **Finding:** See findings in Part I, Statewide Planning Goals which demonstrate consistency.

Policy 1.13. Consistency with state and federal regulations. Ensure that the Comprehensive Plan remains consistent with all applicable state and federal regulations, and that implementation measures for the Comprehensive Plan are well coordinated with other City activities that respond to state and federal regulations.

55. **Finding:** The 13th Amendment is consistent with applicable state and federal regulations, including the fair housing act. The developments proposed in the 13th Amendment do not involve any action by a federal agency or a federally funded project. NEPA-style analysis is therefore not applicable.

Policy 1.14. Public facility adequacy. Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland's urban services boundaries, as established by Policies 8.2 and 8.6.

56. **Finding:** As demonstrated in the findings for Statewide Planning Goal 11 and Chapter 8 (Public Facilities and Services) and 9 (Transportation) of the Comprehensive Plan, this amendment is consistent with this policy because the City Council considered the impacts on the existing and future availability and capacity of urban public facilities and services consistent with this policy.

Policy 1.15. Intergovernmental coordination. Strive to administer the Comprehensive Plan elements and implementation tools in a manner that supports the efforts and fiscal health of the City, county and regional governments, and partner agencies such as school districts and transit agencies.

57. **Finding:** As demonstrated in the findings for Statewide Planning Goal 2, Prosper Portland notified all impacted taxing districts of the proposed 13th Amendment and its impacts on them through the 45 day consult and confer notification required by ORS 457.

Policy 1.16. Planning and Sustainability Commission review. Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative

amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City's long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

58. **Finding:** The 13th Amendment is an amendment to the implementation tool for an urban renewal area. It is considered by ORS 457 and the Interstate Corridor Urban Renewal Plan to be a substantial amendment. All substantial amendments must be reviewed by the Planning and Sustainability Commission (PSC) for conformance to the Comprehensive Plan. The PSC reviewed the 13th Amendment over the course of three meetings:

DATE, 2020 – Briefing

Nov. 10, 2020 – Public hearing

Nov 24, 2020 – Discussion and recommendation

Policy 1.17. Community Involvement Committee. Establish a Community Involvement Committee to oversee the Community Involvement Program as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.

59. **Finding:** As this is not a change to the Comprehensive Plan, a community involvement committee was not required. However, the planning for these projects was vetted through the North/Northeast Community Development Initiative Committee (including subcommittees to discuss the 13th Amendment) the North/Northeast Neighborhood Housing Strategy Oversight Committee, and the Williams & Russell Project Working Group.

The Neighborhood Economic Development Leadership Group and the North/Northeast Community Development Initiative Subcommittee guided the development of the North/Northeast Community Development Initiative Action Plan, adopted in January 2017, to plan for the funding of the Interstate Corridor Urban Renewal Area between 2016 and 2020. As part of the Action Plan, a North/Northeast Community Development Initiative Oversight Committee was formed. This committee met approximately once a month from its inception until March of 2020 when, due to COVID 19, it began meeting in virtual meetings every two weeks.

In August of 2017 Prosper Portland and Legacy Health announced a collaborative project to develop a long-vacant parcel (Williams & Russell site) of Legacy Health land with development to be defined through a community led process. The North/Northeast Community Development Initiative Oversight Committee and the North/Northeast Community Development Initiative Oversight ICURA Subcommittee reviewed the proposal to include the vacant parcel in the Interstate Corridor Urban Renewal Area on September 12, 2017 and October 2, 2017. They formally voted to include in in the boundary of the urban renewal area at their February 12, 2020 meeting. A Project Working Group was established to oversee community engagement and the development process for the Williams & Russell project. The Project Working Group (PWG) is comprised of community leaders, representatives of Prosper Portland's North/Northeast Community Development Initiative Oversight Committee and of the Portland Housing Bureau's North/Northeast Housing Oversight Committee, and of the Legacy Emanuel Community Partnership committee. In a December 19, 2019 North/Northeast Community Development Initiative Oversight Committee meeting, it was noted that the PWG had collected over 600 responses from community surveys regarding feedback on the development of the site.

In June of 2018, the Portland Housing Bureau made a request to Prosper Portland to increase the maximum indebtedness of the Interstate Corridor Urban Renewal Area by \$67,000,000 with seventy percent of that to be allocated to the Portland Housing Bureau. This was reviewed by the

North/Northeast Community Development Initiative Oversight Committee in the June 21, 2018 meeting. As part of the review of the future of the Interstate Corridor Urban Renewal Area, the North/Northeast Community Development Initiative Oversight Committee and the PWG provided input on the potential increase in the maximum indebtedness of the urban renewal area. The increased maximum indebtedness would provide additional funding for affordable housing and for the development of the vacant Legacy Health land. The North/Northeast Community Development Initiative Oversight Committee voted to support increasing the maximum indebtedness and adding the Williams & Russell site to the Interstate Corridor Urban Renewal Area in their February 12, 2020 meeting.

The Portland Housing Bureau's North/Northeast Housing Strategy Oversight Committee unanimously voted to support the inclusion of affordable housing development in the 13th Amendment on September 19, 2019. They also voted to support the recommendation of inclusion of the Williams & Russell property and project with an allocation of tax increment dollars to support affordable housing development on the property.

Policy 1.18. Quasi-judicial amendments to the Comprehensive Plan Map. Applicants for quasi-judicial amendments to the Comprehensive Plan Map must show that the requested change adheres to Policies 1.10 through 1.15 and:

- Is compatible with the land use pattern established by the Comprehensive Plan Map.
- Is not in conflict with applicable adopted area-specific plans as described in Policy 1.19, or the applicable hearings body determines that the identified conflict represents a circumstance where the area specific plan is in conflict with the Comprehensive Plan and the proposed amendment is consistent with the Comprehensive Plan.

The Hearings Officer must review and make recommendations to the City Council on all quasi-judicial amendments to the Comprehensive Plan Map using procedures outlined in the Zoning Code.

60. **Finding:** This policy concerns quasi-judicial amendments to the Comprehensive Plan Map and is not applicable to this project **which is a legislative review.**

Policy 1.19. Area-specific plans. Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

1.19.a Area-specific plans that are adopted after May 24, 2018, should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

1.19.b Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

1.19.c Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to January 1, 2018 are still in effect. However, the elements of this Comprehensive

Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

- 61. Finding:** The 13th Amendment includes property located in both the Eliot Neighborhood Plan and the Humboldt Neighborhood Plan. The 13th Amendment complies with both plans, as indicated in the specific findings for both of those neighborhood plans.

Chapter 2: Community Involvement

Goal 2.A: Community involvement as a partnership. The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

Goal 2.B: Social justice and equity. The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

Goal 2.C: Value community wisdom and participation. Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

Goal 2.D: Transparency and accountability. City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

Goal 2.E: Meaningful participation. Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

Goal 2.F: Accessible and effective participation. City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

Goal 2.G: Strong civic infrastructure. Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

62. **Finding:** The preparation of the 13th Amendment has provided numerous opportunities for meaningful community involvement, including:

As detailed in Finding 59, prior to the 13th Amendment going through the formal adoption process of urban renewal plan amendments including this review of its conformance to the Comprehensive Plan, there has been significant public input on the proposed amendment by the North/Northeast Economic Development Leadership Group North/Northeast Community Development Initiative subcommittee, the Portland Housing Bureau's North/Northeast Neighborhood Housing Strategy Oversight Committee and Williams & Russell Project Working Group.

Since review by Prosper Portland and their decision to forward the 13th Amendment through the public review process, a notice of public hearing was mailed on DATE to neighborhood

associations, and to others who has requested notification of **all legislative actions**. To support these notices, the BPS website had a project page with the available documents.

In light of the COVID-19 outbreak, as well as following directives outlined in Governor Brown's Executive Order no. 20 – 16, **the November 10, 2020** hearing was held virtually, allowing the public to testify using a telephone, mobile device, or computer. The hearing was also streamed on YouTube and televised. The Council also kept the written record open until 5pm **on November 17, 2020**, allowing an additional week after the hearing for the public to provide additional testimony responding to the October 8th hearing. All of the notices described above explained in detail how interested persons could participate in the virtual Council hearing by oral testimony or in writing. The above-described sequence ensured public participation in the decision making in a safe manner during the COVID – 19 outbreak.

In summary, the public engagement process provided opportunities for interested parties to comment on and influence the project at each step, including at the PSC and City Council. The outreach and engagement process utilized various methods and forums to interact and solicit input from a wide variety of perspectives.

As noted below in these findings, the 13th Amendment is consistent with and complies with each of the applicable goals and policies of Chapter 2 (Community Involvement) of the 2035 Comprehensive Plan and the findings in response to those goals and policies are incorporated by reference. The events and outreach strategies summarized here demonstrate consistency with the requirements of Statewide Planning Goal 1.

Partners in decision making

Policy 2.1. Partnerships and coordination. Maintain partnerships and coordinate land use engagement with:

2.1.a Individual community members.

2.1.b Communities of color, low-income populations, Limited English Proficient (LEP) communities, Native American communities, and other under-served and under-represented communities.

2.1.c District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

2.1.d Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity.

2.1.e Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

2.1.f Institutions, governments, and Sovereign tribes.

63. **Finding:** This policy directs the City to maintain partnerships and coordinate community engagement on a programmatic level and the process for this 13th Amendment has complied with this policy direction. The North/Northeast Economic Development Leadership Group, North/Northeast Community Development Initiative subcommittee, the Portland Housing Bureau's North/Northeast Neighborhood Housing Strategy Oversight Committee and Williams & Russell Project Working Group have all been active in vetting this 13th Amendment and have formally approved moving forward as noted in Finding 59.

Policy 2.2. Broaden partnerships. Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

64. Finding: This policy directs the City to work with coalitions and associations to increase participation and improve communication on a programmatic level. As noted in Finding 59, the process for this 13th Amendment complied with this policy because significant outreach and coordination has occurred with the North/Northeast Economic Development Leadership Group North/Northeast Community Development Initiative subcommittee, the Portland Housing Bureau’s North/Northeast Neighborhood Housing Strategy Oversight Committee and Williams & Russell Project Working Group.

Environmental justice

Policy 2.3. Extend benefits. Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

65. Finding: The 13th Amendment promotes environmental justice by providing additional housing opportunities and a Cultural-Business Hub in the ICURA, both guided by principles in existing strategy documents that provide for benefits to **communities of color, low-income populations, and other under-served or under-represented groups**, ultimately resulting in projects with community benefits.

Policy 2.4. Eliminate burdens. Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

2.4.a, Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

2.4.b, Use plans and investments to address disproportionate burdens of previous decisions.

66. Finding: Council interprets this policy to mean that plans and investments each contribute to the elimination of these disproportionate burdens over the duration of the planning period. The 13th Amendment will provide funding for housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub which will be guided by community developed strategies to benefit communities of color and low-income populations to address the burdens of prior decisions.

Invest in education and training

Policy 2.5. Community capacity building. Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes.

Policy 2.6. Land use literacy. Provide training and educational opportunities to build the public’s understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes.

Policy 2.7. Agency capacity building. Increase City staff’s capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.

67. **Finding:** The projects completed in the ICURA are guided by the North/Northeast Community Development Initiative Committee providing opportunities to develop relationships, knowledge, and skills to effectively participate in the plan and investment processes. The Committee has received briefings on urban renewal as an implementation tool to assist in their capacity for meaningful participation in planning and investment processes. The increased funding will provide additional tools for both Prosper Portland and Portland Housing Bureau staff to implement projects in the ICURA.

Community assessment

Policy 2.8. Channels of communication. Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

68. **Finding:** The City Council interprets this policy to create the opportunity for the community and advisory committees to have opportunities to communicate their issues and concerns to the PSC and City Council outside of the formal legislative process. This review is legislative with formal opportunities to testify to communicate directly with City Council. In addition, the 13th Amendment furthered this policy because it has been vetted with the North/Northeast Economic Development Leadership Group North/Northeast Community Development Initiative subcommittee, the Portland Housing Bureau’s North/Northeast Neighborhood Housing Strategy Oversight Committee and Williams & Russell Project Working Group.

Policy 2.9. Community analysis. Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

Policy 2.10. Community participation in data collection. Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

Policy 2.11, Open data. Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City.

69. **Finding:** Policies 2.9 through 2.11 concern how the City collects and makes available data that supports land use decisions. This is not a land use decision, so these policies do not apply to the 13th Amendment.

Transparency and accountability

Policy 2.12. Roles and responsibilities. Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

Policy 2.13. Project scope. Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

Policy 2.14. Community influence. At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

Policy 2.15. Documentation and feedback. Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

70. **Finding:** As described in the findings above, the legislative process was clearly outlined in notices, documents and on the BPS website as to how to testify to influence the 13th Amendment. In addition, the meetings identified in Finding 59 contributed to community involvement prior to the formal BPS hearings and ensured that the process furthered these policies.

Community involvement program

Policy 2.16. Community Involvement Program. Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.

Policy 2.17. Community engagement manual. Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions.

Policy 2.18. Best practices engagement methods. Utilize community engagement methods, tools, and technologies that are recognized as best practices.

Policy 2.19. Community Involvement Committee. The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes.

Policy 2.20. Review bodies. Maintain review bodies, such as the Planning and Sustainability Commission (PSC), Design Commission, Historic Landmarks Commission, and Adjustment Committee, to provide an opportunity for community involvement and provide leadership and expertise for specialized topic areas.

Policy 2.21. Program evaluation. Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation.

Policy 2.22. Shared engagement methods. Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners and solicit engagement methods from the community.

Policy 2.23. Adequate funding and human resources. Provide a level of funding and human resources allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process.

71. **Finding:** These policies concern the City's Community Involvement Program and are not applicable because the 13th Amendment does not change this program. The 13th Amendment has been vetted with the North/Northeast Economic Development Leadership Group North/Northeast Community Development Initiative subcommittee, the Portland Housing Bureau's North/Northeast Neighborhood Housing Strategy Oversight Committee and Williams & Russell Project Working Group.

Process design and evaluation

Policy 2.24. Representation. Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

Policy 2.25. Early involvement. Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

Policy 2.26. Verifying data. Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

Policy 2.27. Demographics. Identify the demographics of potentially affected communities when initiating a planning or investment project.

Policy 2.28. Historical understanding. To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge.

Policy 2.29. Project-specific needs. Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

Policy 2.30. Culturally-appropriate processes. Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

Policy 2.31. Innovative engagement methods. Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

Policy 2.32. Inclusive participation beyond Portland residents. Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

Policy 2.33. Inclusive participation in Central City planning. Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

Policy 2.34. Accessibility. Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

Policy 2.35. Participation monitoring. Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness

at reaching targeted audiences.

Policy 2.36. Adaptability. Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

Policy 2.37. Process evaluation. Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

72. **Finding:** Policies 2.24 through 2.37 concern how the community involvement program is designed and developed to support planning and investment projects. The community involvement process supporting the 13th Amendment is detailed in Finding 59. The 13th Amendment is in conformance with these policies.

Information design and development

Policy 2.38. Accommodation. Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

Policy 2.39. Notification. Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

Policy 2.40. Tools for effective participation. Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

Policy 2.41. Limited English Proficiency (LEP). Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

73. **Finding:** Consistent with Policies 2.38 – 2.41 all public meetings, described in more detail in the findings above, were held at locations that could accommodate people with disabilities, meetings were noticed, and information was provided online. Information about accommodation and translation was provided on all notices. The City also sent a legislative notice to interested parties, including neighborhood associations, business associations, and other affected jurisdictions, that have requested notice of proposed land use changes. The City sent a legislative notice on MONTH DAY, 2020 to interested parties, and others that participated in the PSC hearings to inform them of the opportunity to testify at the December 15, 2020 City Council public hearing.

Chapter 3: Urban Form

GOAL 3.A: A city designed for people. Portland’s built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

GOAL 3.B: A climate and hazard resilient urban form. Portland’s compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

GOAL 3.C: Focused growth. Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

GOAL 3.D: A system of centers and corridors. Portland’s interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

GOAL 3.E: Connected public realm and open spaces. A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

GOAL 3.F: Employment districts. Portland supports job growth in a variety of employment districts to maintain a diverse economy.

GOAL 3.G: Nature in the city. A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

74. **Finding:** These goals address the large-scale form of the city, and the spatial layout of the city as a whole. The 13th Amendment is consistent with these goals because it does not change any of the urban form sections of the Comprehensive Plan and focuses funding to projects in the Central City using existing infrastructure.

Citywide design and development

Policy 3.1 Urban Design Framework. Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.

Policy 3.2. Growth and stability. Direct most growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland’s residential neighborhoods.

75. **Finding:** The 13th Amendment is consistent with these goals because it does not change any of the citywide design and development sections of the Comprehensive Plan and focuses funding to housing projects in the Central City and to a development project with implementation guided by a community led North/Northeast Community Development Initiative Committee.

Policy 3.3. Equitable development. Guide development, growth, and public facility investment to reduce disparities, ensure equitable access to opportunities, and produce positive outcomes for all

Portlanders.

3.3.a. Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.

3.3.b. Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

3.3.c. Encourage use of community benefit agreements to ensure equitable outcomes from development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.

3.3.d. Incorporate requirements into the Zoning Code to provide public and community benefits as a condition of development projects to receive increased development allowances.

3.3.e. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

3.3.f. Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions.

3.3.g. Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts to private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

76. Finding: The 13th Amendment complies with these policies as it creates community benefits by providing funding to develop affordable housing, implementation of the North/Northeast Community Development Initiative including for a community driven development project led by the North/Northeast Project Working Group following strategies that identify community benefits. The strategies are identified in the North/Northeast Community Development Initiative Action Plan dated January 2017 and state that selection criteria for a Cultural-Business Hub include criteria as shown below:

- (a) Aligns with the goals and objectives of the North/Northeast Community Development Initiative Action Plan especially:
 - i. Fostering multigenerational wealth creation through property ownership.
 - ii. Fostering multigenerational wealth creation through business ownership.
- (b) Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
- (c) Demonstrates a commitment to tenancing a majority of the project with local, minority-owned businesses.
- (d) Provides long-term community benefits for Blacks and other people of color.
- (e) Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.

- (f) Demonstrates financial feasibility and commitment from development and financial partners.

Policy 3.4. All ages and abilities. Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

77. **Finding:** The projects to be implemented in the 13th Amendment will comply with this policy by providing increased housing opportunities for people of all ages and abilities, implementation of the North/Northeast Community Development Initiative including providing business development and employment opportunities in the Cultural-Business Hub.

Policy 3.5. Energy and resource efficiency. Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

Policy 3.6. Land efficiency. Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

Policy 3.7. Integrate nature. Integrate nature and use green infrastructure throughout Portland.

Policy 3.8. Leadership and innovation in design. Encourage high-performance design and development that demonstrates Portland's leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

78. **Finding:** Policies 3.5 through 3.8 address energy, resource and land efficiency, integration of nature into design, and high-performance design. The 13th Amendment is consistent with these policies because it does not change any design-related development standards, or natural resources standards. The 13th Amendment encourages efficient use of land by facilitating the development of housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub on underutilized land in the Central City.

Policy 3.9. Growth and development. Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts.

79. **Finding:** The 13th Amendment complies with the growth and development policy as it brings benefit to under-served and under-represented communities by developing affordable housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub following strategies that focus benefits on under-served and under-represented communities with attention to displacement and affordability impacts as noted fully in Finding 76.

Policy 3.10. Rural, urbanizable, and urban land. Preserve the rural character of rural land outside the Regional Urban Growth Boundary. Limit urban development of urbanizable land beyond the City Limits until it is annexed and full urban services are extended.

80. Finding: The 13th Amendment provides for increased residential capacity and development opportunity within the City Limits, and does not impact rural land outside the UGB. This policy does not apply.

Policy 3.11. Significant places. Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:

- High-visibility intersections
- Attractions
- Schools, libraries, parks, and other civic places
- Bridges
- Rivers
- Viewpoints and view corridor locations
- Historically or culturally significant places
- Connections to volcanic buttes and other geologic and natural landscape features
- Neighborhood boundaries and transitions

81. Finding: The 13th Amendment includes funding for the development of the Williams & Russell site. This significant site was owned by Legacy Hospital and was part of an acquisition that displaced 171 families, 74 percent of whom were Black. This Amendment will comply with this policy by providing funding to help in the future development of the site, to be guided by the North/Northeast Community Development Initiative and will conform to their strategies as identified in the North/Northeast Community Development Initiative Action Plan, further detailed in Finding 76.

Centers

Policy 3.12. Role of centers. Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

Policy 3.13. Variety of centers. Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

Policy 3.14. Housing in centers. Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.

Policy 3.15. Investments in centers. Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

Policy 3.16. Government services. Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

Policy 3.17. Arts and culture. Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and performance arts as central components of centers.

Policy 3.18. Accessibility. Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as

wheelchairs, safe and attractive for people of all ages and abilities.

Policy 3.19. Center connections. Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric vehicle charging stations.

Policy 3.20. Green infrastructure in centers. Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

82. **Finding:** Policies 3.12 through 3.20 provide guidance on how centers identified on the comprehensive plan map should evolve over time. The policies address investments, uses, the relationship of centers to transportation networks, design, and development. The 13th Amendment is consistent with these policies because it does not directly affect planned investments in Centers, or any of the ways centers are connected to the rest of the City. While the 13th Amendment does not directly impact development in Centers, it does reinforce the importance of Centers because development along Williams Avenue for both the Williams & Russell Cultural-Business Bub and one of the affordable housing projects will occur in proximity to Centers.

Central City

Policy 3.21. Role of the Central City. Encourage continued growth and investment in the Central City, and recognize its unique role as the region’s premier center for jobs, services, and civic and cultural institutions that support the entire city and region.

Policy 3.22. Model Urban Center. Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

Policy 3.23. Central City employment. Encourage the growth of the Central City’s regional share of employment and continue its growth as the region’s unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

Policy 3.24. Central City housing. Encourage the growth of the Central City as Portland’s and the region’s largest center with the highest concentrations of housing and with a diversity of housing options and services.

Policy 3.25. Transportation hub. Enhance the Central City as the region’s multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

Policy 3.26. Public places. Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

83. **Finding:** The Central City area overlaps the Interstate Corridor Urban Renewal Plan Area in the Eliot neighborhood. However, the area of overlap does not include any of the projects specified for funding in the 13th Amendment. These policies do not apply to the 13th Amendment.

Gateway Regional Center

Policy 3.27 Role of Gateway. Encourage growth and investment in Gateway to enhance its role as East Portland’s center of employment, commercial, and public services.

Policy 3.28 Housing. Encourage housing in Gateway, to create East Portland’s largest concentration of high-density housing.

Policy 3.29 Transportation. Enhance Gateway’s role as a regional high-capacity transit hub that serves as an anchor for East Portland’s multimodal transportation system.

Policy 3.30 Public places. Enhance the public realm and public places in Gateway to provide a vibrant and attractive setting for business and social activity that serves East Portland residents and the region.

84. Finding: Policies 3.27 through 3.30 provide direction on the desired characteristics and functions of the Gateway Regional Center. These policies do not apply to the 13th Amendment.

Town Centers

Policy 3.31 Role of Town Centers. Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.

Policy 3.32 Housing. Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning capacity within a half-mile walking distance of a Town Center to accommodate 7,000 households.

Policy 3.33 Transportation. Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region’s high-capacity transit system.

Policy 3.34 Public places. Provide parks or public squares within or near Town Centers to support their roles as places of focused business and social activity.

85. Finding: Policies 3.31 through 3.34 provide direction on the desired characteristics and functions of the town centers. The 13th Amendment does not change the boundary any of the Town Centers on the Urban Design Framework. These policies do not apply to the 13th Amendment.

Neighborhood Centers

Policy 3.35 Role of Neighborhood Centers. Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.

Policy 3.36 Housing. Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning capacity within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.

Policy 3.37 Transportation. Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.

Policy 3.38 Public places. Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.

86. Finding: Policies 3.35 through 3.38 provide direction on the desired characteristics and functions of neighborhood centers. The 13th Amendment does not change the neighborhood center boundaries on the Urban Design Framework. These policies do not apply to the 13th Amendment.

Inner Ring Districts

Policy 3.39 Growth. Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.

Policy 3.40 Corridors. Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

Policy 3.41 Distinct identities. Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.

Policy 3.42 Diverse residential areas. Provide a diversity of housing opportunities in the Inner Ring Districts' residential areas. Encourage approaches that preserve or are compatible with existing historic properties in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. Apply base zones in a manner that takes historic character and adopted design guidelines into account.

Policy 3.43 Active transportation. Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

87. **Finding:** Policies 3.39 through 3.43 provide direction on the desired characteristics and functions of the Inner Ring Districts. These are the pre-automobile neighborhoods within short distance of the Central. They include some of Portland's oldest neighborhoods, including Albina. In the mid-20th-century many older buildings in these neighborhoods were demolished to make way for transportation infrastructure and parking. These policies encourage infill development to re-establish the historic pedestrian-oriented urban form and acknowledge the close proximity of the Central City's array of services, jobs, and amenities. The 13th Amendment is consistent with these policies because it will provide funding for affordable housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub in an Inner-Ring District.

Corridors

Policy 3.44. Growth and mobility. Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

Policy 3.45. Connections. Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

Policy 3.46. Design. Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

Policy 3.47. Green infrastructure in corridors. Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

88. **Finding:** Policies 3.44 through 3.47 provide direction on the desired characteristics and functions of corridors as well as street design and future land use changes. The 13th Amendment is consistent with these policies because it does not change the boundary of corridors on the Urban Design Framework, impact transportation facility design, or amend the TSP. The 13th Amendment has two specific development projects that will occur along the N. Williams Corridor, an affordable housing project and the Cultural-Business Hub. Other projects could be funded through implementation of the North/Northeast Community Development Initiative. These projects will comply with the Corridors policies and support the development along corridors.

Civic Corridors

Policy 3.48. Integrated land use and mobility. Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

Policy 3.49. Design great places. Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

Policy 3.50. Mobility corridors. Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

Policy 3.51. Freight. Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

89. **Finding:** Policies 3.48 through 3.51 provide direction on the desired characteristics and functions of civic corridors as well as street design and future land use changes. The 13th Amendment does not change the boundary of corridors on the Urban Design Framework, impact transportation facility design, or amend the TSP. These policies do not apply to the 13th Amendment.

Neighborhood Corridors

Policy 3.52. Neighborhood Corridors. Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

90. **Finding:** This policy provides direction on the desired characteristics and functions of corridors as well as street design and future land use changes. The 13th Amendment is consistent with this policy because it does not change the boundary of neighborhood corridors on the Urban Design Framework or amend the TSP. The 13th Amendment has two specific development projects that will occur along the N. Williams Corridor, an affordable housing project and the Cultural-Business Hub. Other projects could be funded through implementation of the North/Northeast Community Development Initiative. These projects will comply with the Corridors policies and support the development along corridors.

Transit Station Areas

Policy 3.53. Transit-oriented development. Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.

Policy 3.54. Community connections. Integrate transit stations into surrounding communities and

enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

Policy 3.55. Transit station area safety. Design transit areas to improve pedestrian, bicycle, and personal safety.

Policy 3.56. Center stations. Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

Policy 3.57. Employment stations. Encourage concentrations of jobs and employment-focused land uses in and around stations in employment-zoned areas.

Policy 3.58. Transit neighborhood stations. Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.

Policy 3.59. Destination stations. Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

91. **Finding:** These policies generally relate to station planning and supportive active transportation infrastructure and future land use changes. The 13th Amendment does not change the boundary of station areas on the Urban Design Framework or amend the TSP. The 13th Amendment is consistent with these policies because it provides for more transit-supportive affordable housing development, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub within walking distance of transit station areas long the light rail line on Interstate Avenue.

City Greenways

Policy 3.60. Connections. Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

Policy 3.61. Integrated system. Create an integrated City Greenways system that includes regional trails through natural areas and along Portland’s rivers, connected to neighborhood greenways, and heritage parkways.

Policy 3.62. Multiple benefits. Design City Greenways that provide multiple benefits that contribute to Portland’s pedestrian, bicycle, green infrastructure, and parks and open space systems.

Policy 3.63. Design. Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

92. **Finding:** These policies primarily relate to the design and construction of improvements for City Greenways and not to the development requirements for lots that abut them. This policy does not apply. However, the 13th Amendment supports these policies because it provides for more transit-supportive affordable housing development, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub in the designated Williams Avenue Greenway.

Urban habitat corridors

Policy 3.64. Urban habitat corridors. Establish a system of connected, well-functioning, and diverse

habitat corridors that link habitats in Portland and the region, facilitate safe fish and wildlife access and movement through and between habitat areas, enhance the quality and connectivity of existing habitat corridors, and establish new habitat corridors in developed areas.

Policy 3.65. Habitat connection tools. Improve habitat corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

Policy 3.66. Connect habitat corridors. Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

93. **Finding:** Habitat corridors are mapped on Figure 3-6 of the Comprehensive Plan. The 13th Amendment does not affect limits on building coverage, nor change Title 11 tree preservation and density requirements that apply in development situations. The 13th Amendment does not apply to these policies.

Employment areas

Policy 3.67. Employment area geographies. Consider the land development and transportation needs of Portland’s employment geographies when creating and amending land use plans and making infrastructure investments.

Policy 3.68. Regional Truck Corridors. Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. *See Figure 3-7 — Employment Areas.* Designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network).

94. **Finding:** The City Council interprets the verb “enhance”, which is not defined in the 2035 Comprehensive Plan, to mean to intensify or improve. The City Council interprets this policy to acknowledge the role that regional truck corridors play in our transportation system and to take steps to improve those functions. The 13th Amendment is consistent with these policies because it does not amend the Citywide System Plan or the Transportation System Plan; and does not impact employment land.

Rivers Pattern Area

Policy 3.69. Historic and multi-cultural significance. Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally-permitted fish species.

Policy 3.70. River transportation. Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland’s historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

Policy 3.71. Recreation. Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland’s riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

Policy 3.72 Industry and port facilities. Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities.

Policy 3.73. Habitat. Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.

Policy 3.74. Commercial activities. Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.

Policy 3.75. River neighborhoods. Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

Policy 3.76. River access. Enhance and complete Portland’s system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

Policy 3.77. River management and coordination. Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.

Policy 3.78 Columbia River. Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

Policy 3.79 Willamette River North Reach. Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.

Policy 3.80. Willamette River Central Reach. Enhance the role of the Willamette River Central Reach as the Central City and region’s primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

Policy 3.81 Willamette River South Reach. Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.

Policy 3.82. Willamette River Greenway. Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway.

95. **Finding:** The 13th Amendment does not impact any land in the Willamette Greenway or along the Columbia shoreline. These policies are not applicable.

Central City Pattern Area

Policy 3.83. Central City districts. Enhance the distinct identities of the Central City's districts.

Policy 3.84. Central City river orientation. Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.

Policy 3.85. Central City pedestrian system. Maintain and expand the Central City’s highly interconnected pedestrian system.

Policy 3.86. Central City bicycle system. Expand and improve the Central City’s bicycle system.

96. **Finding:** The 13th Amendment does not impact any land in the Central City Pattern Area. These policies are not applicable.

Inner Neighborhoods Pattern Area

Policy 3.87 Inner Neighborhoods main streets. Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

Policy 3.88 Inner Neighborhoods street patterns. Preserve the area’s urban fabric of compact blocks and its highly interconnected grid of streets.

Policy 3.89 Inner Neighborhoods infill. Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

Policy 3.90 Inner Neighborhoods active transportation. Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland’s active transportation system

Policy 3.91 Inner Neighborhoods residential areas. Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

97. **Finding:** Policies 3.87 through 3.91 provide direction on the desired characteristics and functions of the Inner Neighborhoods. The Inner Neighborhoods were developed and shaped during the Streetcar Era of the late 19th and early 20th centuries. The Inner Neighborhoods are characterized by a regular pattern of neighborhood business districts located along former streetcar streets interspersed with residential areas. These policies express the overall design approach in Inner Neighborhoods. They address block patters, infill development, building orientation and design, and active transportation. The 13th Amendment is consistent with these policies because it will allow more funding for infill development on underutilized land within this area. The design-oriented policies are not applicable because 13th Amendment does not include any changes to building or street design standards.

Eastern Neighborhoods Pattern Area

Policy 3.92 Eastern Neighborhoods street, block, and lot pattern. Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area’s large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

Policy 3.93 Eastern Neighborhoods site development. Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.

Policy 3.94 Eastern Neighborhoods trees and natural features. Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area’s streams, forests, wetlands, steep slopes, and buttes.

Policy 3.95 Eastern Neighborhoods buttes. Enhance public views of the area’s skyline of buttes and stands of tall Douglas fir trees.

Policy 3.96 Eastern Neighborhoods corridor landscaping. Encourage landscaped building setbacks along residential corridors on major streets.

Policy 3.97 Eastern Neighborhoods active transportation. Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.

98. **Finding:** Policies 3.92 through 3.97 provide direction on the desired characteristics and functions of the Eastern Neighborhoods Pattern Area. They address street patterns, site development, natural features, and active transportation. These policies do not apply to the 13th Amendment.

Western Neighborhoods Pattern Area

Policy 3.98 Western Neighborhoods village character. Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.

Policy 3.99 Western Neighborhoods active transportation. Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods.

Policy 3.100 Western Neighborhoods development. Encourage new development and infrastructure to be designed to minimize impacts on the area's streams, ravines, and forested slopes.

Policy 3.101 Western Neighborhoods habitat corridors. Preserve, enhance, and connect the area's network of habitat areas and corridors, streams, parks, and tree canopy.

Policy 3.102 Western Neighborhoods trails. Develop pedestrian-oriented connections and enhance the Western Neighborhoods' distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area.

99. **Finding:** Policies 3.98 through 3.102 provide direction on the desired characteristics and functions of the Western Neighborhoods Pattern Area. These policies do not apply to the 13th Amendment.

Chapter 4: Design and Development

Goal 4.A: Context-sensitive design and development. New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

Goal 4.B: Historic and cultural resources. Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

Goal 4.C: Human and environmental health. Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

Goal 4.D: Urban resilience. Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

100. Finding: These goals and many of the policies in this chapter address site and building design. In general most of the goals and the policies in this chapter do not apply because the 13th Amendment does not change any existing design or development standards that have an impact on building form or site design. As described below, the 13th Amendment is consistent with and complies with each of the applicable goals and policies of Chapter 4 and does not change any of the goals or policies.

Context

Policy 4.1. Pattern areas. Encourage building and site designs that respect the unique built, natural, historic, and cultural characteristics of Portland’s five pattern areas described in Chapter 3: Urban Form.

Policy 4.2. Community identity. Encourage the development of character-giving design features that are responsive to place and the cultures of communities.

Policy 4.3. Site and context. Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

Policy 4.4. Natural features and green infrastructure. Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.

Policy 4.5. Pedestrian-oriented design. Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

Policy 4.6. Street orientation. Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.

Policy 4.7. Development and public spaces. Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.

Policy 4.8. Alleys. Encourage the continued use of alleys for parking access, while preserving pedestrian access. Expand the number of alley-facing accessory dwelling units.

Policy 4.9. Transitional urbanism. Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction.

101. Finding: Policies 4.1 through 4.9 relate to site and building design. They address issues such as design features, site planning, building orientation, public space, and temporary transitional structures. The 13th Amendment is consistent with these policies because it does not change any site or building design regulations. Housing or other structures that are built as a result of the 13th Amendment will be otherwise required to meet the development standards of the base zone.

Health and safety

Policy 4.10. Design for active living. Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

Policy 4.11. Access to light and air. Provide for public access to light and air by managing and shaping

the height and mass of buildings while accommodating urban-scale development.

Policy 4.12. Privacy and solar access. Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.

Policy 4.13. Crime-preventive design. Encourage building, site, and public infrastructure design approaches that help prevent crime.

Policy 4.14. Fire prevention and safety. Encourage building and site design that improves fire prevention, safety, and reduces seismic risks.

102. Finding Policies 4.10 through 4.14 relate to site and building design. They address issues such as site planning, solar access, and design approaches that reduce crime or mitigate seismic hazards. The 13th Amendment is consistent with these policies because it does not change any site or building design regulations. Housing or other structures that are built as a result of the 13th Amendment will be otherwise required to meet the development standards of the base zone. The existing development standards include setbacks and step-downs to promote light and air and solar access, requirements for pedestrian and bike facilities to promote active living, windows and building orientation standards consistent with crime prevention best practices.

Residential areas

Policy 4.15. Residential area continuity and adaptability. Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

Policy 4.16. Scale and patterns. Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

Policy 4.17. Demolitions. Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.

Policy 4.18. Compact single-family options. Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

Policy 4.19. Resource efficient and healthy residential design and development. Support resource efficient and healthy residential design and development.

103. Finding: Policies 4.15 through 4.19 address uses and design in residential areas. Development that occurs with financing from the 13th Amendment will comply with these provisions, the 13th Amendment does not change any of these provisions.

Design and development of centers and corridors

Policy 4.20. Walkable scale. Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.

Policy 4.21. Street environment. Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.

Policy 4.22. Relationship between building height and street size. Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.

Policy 4.23. Design for pedestrian and bicycle access. Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

Policy 4.24. Drive-through facilities. Prohibit drive through facilities in the Central City, and limit new development of new ones in the Inner Ring Districts and centers to support a pedestrian-oriented environment.

Policy 4.25. Residential uses on busy streets. Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.

Policy 4.26. Active gathering places. Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

Policy 4.27. Protect defining features. Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.

Policy 4.28. Historic buildings in centers and corridors. Protect and encourage the restoration and improvement of historic resources in centers and corridors.

Policy 4.29. Public art. Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.

104. Finding: Policies 4.20 through 4.29 address design and development in centers and along corridors. The policies provide guidance on development scale, streetscapes, gathering spaces, public art, and historic preservation. The 13th Amendment is consistent with these policies because it anticipates development in the urban center and does not impact programs related to street design, public art, or the planning and creation of public open space. Historic preservation is addressed in separate findings below (policies 4.46 through 4.58).

Transitions

Policy 4.30. Scale transitions. Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.

Policy 4.31. Land use transitions. Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

Policy 4.32. Industrial edge. Protect non-industrially zoned parcels from the adverse impacts of facilities and uses on industrially zoned parcels using a variety of tools, including but not limited to vegetation, physical separation, land acquisition, and insulation to establish buffers between industrial sanctuaries and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

105. Finding: Policies 4.30 through 4.32 address scale and use transitions. The 13th Amendment is consistent with these policies because it does not change any existing building size, setback, or landscaping standards that apply where zoning designations transition. Any housing or other uses

built using funding from the 13th Amendment would still have to meet existing development standards that apply to these transitional situations.

Off-site impacts

Policy 4.33. Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay attention to limiting and mitigating impacts to under-served and under-represented communities.

Policy 4.34. Auto-oriented facilities, uses, and exterior displays. Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.

Policy 4.35. Noise impacts. Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

Policy 4.36. Air quality impacts. Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.

Policy 4.37. Diesel emissions. Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic.

Policy 4.38. Light pollution. Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

Policy 4.39. Airport noise. Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing disclosure of the level of aircraft noise and mitigating the potential impact of noise within the affected area.

Policy 4.40. Telecommunication facility impacts. Mitigate the visual impact of telecommunications and broadcast facilities near residentially zoned areas through physical design solutions.

106. Finding: Policies 4.33 through 4.40 generally address impacts that can negatively affect adjacent residential uses and areas. They are implemented through a variety of design and impact-related performance standards in the zoning code. For the single dwelling zones, current base zone development standards address potential off-site impacts through existing setback requirements, tree density standards, limitations on commercial uses and signage. Offsite impacts are additionally address in Chapter 33.262. Existing regulations in the Portland International Airport Noise Impact Zone (33.470) are unchanged, and areas with high noise impacts (68 and higher DNL) where new residential uses are prohibited are unaffected by the 13th Amendment. The 13th Amendment is consistent with these policies because it does not change any site or building design regulations, or any of the specific implementing regulations related to these policies. Housing or other structures that are built as a result of the 13th Amendment will be otherwise required to meet the development standards of the base zone, and the applicable off-site impact standards.

Scenic resources

Policy 4.41. Scenic resources. Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views

of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

Policy 4.42. Scenic resource protection. Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

Policy 4.43. Vegetation management. Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

Policy 4.44. Building placement, height, and massing. Maintain regulations and other tools related to building placement, height, and massing to preserve designated significant scenic resources.

Policy 4.45. Future development. Encourage new public and private development to create new public viewpoints providing views of Portland’s rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

107. Finding: The City has designated scenic resources in an adopted inventory and protects them through an overlay zone (Chapter 33.480) which address landscaping, setbacks, screening, building facades and tree removal. The 13th Amendment is consistent with these policies because it does not change this section of the Comprehensive Plan. The 13th Amendment does not impact landscaping, setback, screening, tree removal, or building standards.

Historic and cultural resources

Policy 4.46. Historic and cultural resource protection. Protect and encourage the restoration of historic buildings, places, and districts that contribute to the distinctive character and history of Portland’s evolving urban environment.

Policy 4.47. State and federal historic resource support. Advocate for state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

Policy 4.48. Continuity with established patterns. Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

Policy 4.49. Resolution of conflicts. Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to consider the character of the historic resources in the district.

Policy 4.50. Demolition. Protect historic resources from demolition. Provide opportunities for public comment, and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

Policy 4.51. City-owned historic resources. Maintain City-owned historic resources with necessary upkeep and repair.

Policy 4.52. Historic Resources Inventory. Maintain and periodically update Portland’s Historic Resources Inventory to inform historic and cultural resource preservation strategies.

Policy 4.53. Preservation equity. Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.

Policy 4.54. Cultural diversity. Work with Portland’s diverse communities to identify and preserve

places of historic and cultural significance.

Policy 4.55. Cultural and social significance. Encourage awareness and appreciation of cultural diversity and the social significance of historic places and their roles in enhancing community identity and sense of place.

Policy 4.56. Community structures. Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.

Policy 4.57. Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

Policy 4.58. Archaeological resources. Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with Sovereign tribes, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

108. Finding: These policies address historic and cultural resources. The 13th Amendment does not change this section of the Comprehensive Plan. The development will be guided by the North/Northeast Community Development Initiative and will address losses of historic resources in the Interstate Corridor Urban Renewal Area.

Public art

Policy 4.59. Public art and development. Create incentives for public art as part of public and private development projects.

109. Finding: This policy is not applicable. No changes to public art programs or new incentives are proposed with the 13th Amendment.

Resource-efficient design and development

Policy 4.60. Rehabilitation and adaptive reuse. Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

Policy 4.61. Compact housing. Promote the development of compact, space- and energy-efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

Policy 4.62. Seismic and energy retrofits. Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

Policy 4.63. Life cycle efficiency. Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.

Policy 4.64. Deconstruction. Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

Policy 4.65. Materials and practices. Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

Policy 4.66. Water use efficiency. Encourage site and building designs that use water efficiently and

manage stormwater as a resource.

Policy 4.67. Optimizing benefits. Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.

Policy 4.68. Energy efficiency. Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.

Policy 4.69. Reduce carbon emissions. Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.

Policy 4.70. District energy systems. Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.

Policy 4.71. Ecodistricts. Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.

Policy 4.72. Energy-producing development. Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.

110. Finding: Policies 4.60 through 4.72 address resource efficiency and resilience – primarily related to building design. This includes consideration of energy use, water use, use of recycled and healthy building materials, seismic standards, and adoptive re-use. The 13th Amendment is consistent with these policies because it does not change any existing design or development standards that have an impact on building form or resource efficiency. The 13th Amendment does not impact programs related to water or energy efficiency, recycling, or seismic resiliency.

The 13th Amendment supports Policy 4.60 because it enables adaptive re-use of underutilized land associated for needed housing and for a Cultural-Business Hub.

Designing with nature

Policy 4.73. Design with nature. Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation.

Policy 4.74. Flexible development options. Encouraging flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally-sensitive areas and to retain healthy native and beneficial vegetation and trees.

Policy 4.75. Low-impact development and best practices. Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure.

Policy 4.76. Impervious surfaces. Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects.

Policy 4.77. Hazards to wildlife. Encourage building, lighting, site, and infrastructure design and practices that provide safe fish and wildlife passage, and reduce or mitigate hazards to birds, bats, and other wildlife.

Policy 4.78. Access to nature. Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural

resources, fish, and wildlife. Provide access to major natural features, including:

- Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
- Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
- Natural areas such as Forest Park and Oaks Bottom.

111. Finding. Policies 4.73 through 4.78 provide direction regarding the interface between development and natural features and functions. They address site and building design and access to nature. These policies do not apply because the 13th Amendment does not change any existing design or development standards that have an impact on building form or site design. The 13th Amendment does not impact programs related to accessing nature.

Hazard-resilient design

Policy 4.79. Natural hazards and climate change risks and impacts. Limit development in or near areas prone to natural hazards, using the most current hazard and climate change-related information and maps.

Policy 4.80. Geological hazards. Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

Policy 4.81. Disaster-resilient development. Encourage development and site-management approaches that reduce the risks and impacts of natural disasters or other major disturbances and that improve the ability of people, wildlife, natural systems, and property to withstand and recover from such events.

Policy 4.83. Urban heat islands. Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

Policy 4.82. Portland Harbor Facilities. Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.

Policy 4.84. Planning and disaster recovery. Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

112. Finding: Policies 4.79 through 4.84 provide direction regarding the interface of development with natural hazards. The policies address climate, geology, disaster recovery, and reducing risks at harbor-related facilities.

The 13th Amendment is consistent with these policies because it does not change existing city programs related to disaster planning and reducing hazard-related risks. City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title 24), as well as the environmental overlay zones are unchanged by this amendment and will ensure any new development will be done in a way to protect people and property from hazards.

Healthy food

Policy 4.85. Grocery stores and markets in centers. Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmer's markets offering fresh produce in centers.

Policy 4.86. Neighborhood food access. Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.

Policy 4.87. Growing food. Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.

Policy 4.88. Access to community gardens. Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zoned for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

113. Finding: Policies 8.85 through 4.88 address ways that programs and land use plans can facilitate better access to healthy food. These policies do not apply because the 13th Amendment does not change any programs related to food access, and the land use changes being made are specific to existing conditional use sites.

Chapter 5: Housing

Goal 5.A: Housing diversity. Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Goal 5.B: Equitable access to housing. Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

Goal 5.C: Healthy connected city. Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

Goal 5.D: Affordable housing. Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

Goal 5.E: High-performance housing. Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

114. Finding:

The 13th Amendment supports these Housing goals by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Seventy percent of the increased maximum indebtedness, or \$46,900,000, will be allocated to the Portland Housing Bureau for the development of additional affordable housing options. This funding will be guided by the Portland Housing Bureau's North/Northeast Strategy and will address affordable housing, diversity, equitable access to housing that provides safe access to jobs and goods. These units will be new construction so should provide for high-performance housing.

- The three projects to be funded include the following. If for some reason any of these projects are unable to be completed, the Prosper Portland will provide the Portland Housing Bureau with use of such funds in accordance with ORS 456.125(5) for additional affordable housing units and to support affordable housing in the Interstate Corridor Urban Renewal Area.
- Home ownership opportunity 40-50 households on the Carey Boulevard property purchased by the Portland Housing Bureau from the Water Bureau.
Income restrictions for this project are up to 80% for two bedrooms or less or up to 100% for

three or more bedrooms. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy to select home buyers.

- Strong property development, located at the corner of Williams and Alberta, of either home ownership or multifamily rental. This property was purchased by the Portland Housing Bureau in late summer of 2019. It has the potential of 100-150 units of rental housing. Income restrictions for this project are at 60% or less for rental and up to 100% for home ownership. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy.
- Funds set aside for the Williams & Russell project in the event that the decision is made by the Project Working Group to include housing on that site. The same guidelines as the above two projects will apply depending on the type of development that is chosen, homeownership or rental.

Diverse and expanding housing supply

Policy 5.1. Housing supply. Maintain sufficient residential development capacity to accommodate Portland’s projected share of regional household growth.

Policy 5.2. Housing growth. Strive to capture at least 25 percent of the seven-county region’s residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

Policy 5.3. Housing potential. Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.

115. Finding: The 13th Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area as further discussed in Finding 114.

Policy 5.4. Housing types. Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/clustered services.

116. Finding: “Encourage” is defined in the Comprehensive Plan as “promote or foster using some combination of voluntary approaches, regulations, or incentives.” The 13th Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Development of this housing will be regulated by the strategies of the Portland Housing Bureau.

Policy 5.5. Housing in centers. Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

117. Finding: This policy does not apply to the 13th Amendment as no zoning changes are being made as a result of the 13th Amendment.

Policy 5.6. Middle housing. Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family

areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

118. Finding: The 13th Amendment supports this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area.

Policy 5.7. Adaptable housing. Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

119. Finding: The 13th Amendment supports this Housing goal by providing additional funding for the creation of affordable housing in the ICURA. Development of this housing will be regulated by the strategies of the Portland Housing Bureau.

Policy 5.8. Physically-accessible housing. Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.

Policy 5.9. Accessible design for all. Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, using Universal Design Principles.

120. Finding. The 13th Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the ICURA. Development of this housing will be regulated by the strategies of the Portland Housing Bureau.

Policy 5.10. Coordinate with fair housing programs. Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

121. Finding: The Comprehensive Plan defines “foster” to mean “encourage or guide the incremental development of something over a long period of time.” The 13th Amendment facilitates the development of affordable housing in the Interstate Corridor Urban Renewal Area. Access to this housing will be regulated by the strategies of the Portland Housing Bureau. The 13th Amendment complies with this policy.

Housing access

Policy 5.11. Remove barriers. Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

122. Finding: The 13th Amendment supports this Housing goal by providing additional funding for the creation of affordable housing in the ICURA Area. Development of this housing will be regulated by the standards of the Portland Housing Bureau.

Policy 5.12. Impact analysis. Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.13. Housing stability. Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

Policy 5.14. Preserve communities. Encourage plans and investments to protect and/or restore the

socioeconomic diversity and cultural stability of established communities.

Policy 5.15. Gentrification/displacement risk. Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.16. Involuntary displacement. When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

123. Finding: The City Council interprets Policies 5.12 to 5.16 as requiring evaluation and analysis as to who will benefit and who will be burdened by a planning decision, including amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Zoning Code, and the Zoning Map. The Council interprets “involuntary displacement” to occur when a resident is forced to relocate due to factors that are beyond the residents control including but not limited to increased rents, and decisions by landlords to redevelop property.

The 13th Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the ICURA. Development of this housing will be regulated by the strategies of the Portland Housing Bureau. These change generally will not result in direct displacement because the impacted sites are not currently in residential use. The creation of these affordable housing units will help address past displacement that has occurred in the Interstate Corridor Urban Renewal Area.

Policy 5.17. Land banking. Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

124. Finding: The 13th Amendment is consistent with this policy because it supports the creation of more affordable housing units on sites that are currently owned by the Portland Housing Bureau. This public ownership has provided the land for this new affordable housing.

Policy 5.18. Rebuild communities. Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.

125. Finding: The development project at the Williams & Russell site is located in the Albina area of inner NE Portland, where urban revitalization over the past two decades has caused cultural and economic displacement. The intent of this development is to counterbalance the involuntary displacement that occurred in this area. The 13th Amendment complies with this policy.

Policy 5.19. Aging in place. Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

126. Finding: The 13th Amendment supports this Housing policy by providing additional funding for the creation of affordable housing in the ICURA. Development of this housing will be regulated by the strategies of the Portland Housing Bureau.

Housing location

Policy 5.20. Coordinate housing needs in high-poverty areas. Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

Policy 5.21. Access to opportunities. Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and under-represented populations and an existing supply of affordable housing.

Policy 5.22. New development in opportunity areas. Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.

127. Finding: The Census Bureau uses a set of income thresholds that vary by family size and composition to determine who classifies as impoverished. If a family's total income is less than the family's threshold than that family and every individual in it is considered to be living in poverty. High poverty areas are interpreted to mean areas with more than 25% poverty rate. According to US HUD, census tracts around Elliot and the Central City have these higher poverty rates. The 13th Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Development of this housing will be regulated by the strategies of the Portland Housing Bureau.

Policy 5.23. Higher-density housing. Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

128. Finding: None of the development sites are located directly in Centers as designated in the Comprehensive Plan. However, the sites are located in proximity to transportation, jobs open spaces, and schools. The 13th Amendment complies with these policies.

Policy 5.24. Impact of housing on schools. Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

129. Finding: David Douglas School District (DDSD) is the only school district in Portland with an adopted school facility plan. None of the development proposed by the 13th Amendment will impact the David Douglas School District.

Housing affordability

Policy 5.25. Housing preservation. Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

130. Finding: The 13th Amendment complies with this policy because it provides funds for additional affordable housing.

Policy 5.26. Regulated affordable housing target. Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

131. Finding: The 13th Amendment complies with this policy as it aims to increase the production of affordable housing in the Interstate Corridor Urban Renewal Area by providing increased funding for affordable housing development.

Policy 5.27. Funding plan. Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

132. Finding: The 13th Amendment complies with this policy as it provides additional funding through the increase in the maximum indebtedness for affordable housing development in the Interstate Corridor Urban Renewal Area.

Policy 5.28. Inventory of regulated affordable housing. Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

133. Finding: Council interprets this policy to apply to ongoing intergovernmental coordination, and not a directive to be applied with each land use plan amendment. This policy is not applicable.

Policy 5.29. Permanently-affordable housing. Increase the supply of permanently-affordable housing, including both rental and homeownership opportunities.

134. Finding: The 13th Amendment complies with this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Development of this housing will be regulated by the standards of the Portland Housing Bureau. The rental property will be affordable for 99 years. The homeownership may use a land trust model to make it permanently affordable. This will be reviewed by the North/Northeast Housing Advisory Committee.

Policy 5.30. Housing cost burden. Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

135. Finding: The 13th Amendment complies with this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Development of this housing will be regulated by the standards of the Portland Housing Bureau and the energy efficient building standards of the City of Portland.

Policy 5.31. Household prosperity. Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

Policy 5.32 Affordable Housing in Centers. Encourage income diversity in and around centers by allowing a mix of housing types and tenures.

136. Finding: Th 13th Amendment complies with these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area, where centers are located or are nearby, which have access to the Interstate light rail system, the central city and centers as identified in the Comprehensive Plan.

Policy 5.33. Central City affordable housing. Encourage the preservation and production of affordable housing in the Central City to take advantage of the area’s unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

137. Finding: The projects in the 13th Amendment are not located in the Central City. This policy does not apply.

Policy 5.34. Affordable housing resources. Pursue a variety of funding sources and mechanisms

including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

138. Finding: The 13th Amendment complies this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area.

Policy 5.35. Inclusionary housing. Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.

139. Finding: Inclusionary housing regulations were adopted in 2018. The 13th Amendment does not change that program.

Policy 5.36. Impact of regulations on affordability. Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

140. Finding: The 13th Amendment does not change any existing or new regulations that affect private development of affordable housing. Therefore, this policy does not apply

Policy 5.37. Mobile home parks. Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

141. Finding: Existing mobile home parks have been recently rezoned to RMP (Residential Manufactured Dwelling Park) to implement this policy. The 13th Amendment does not impact any land with RMP zoning. Therefore, this policy does not apply.

Policy 5.38. Workforce housing. Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

Policy 5.39. Compact single-family options. Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

Policy 5.40 Employer-assisted housing. Encourage employer-assisted affordable housing in conjunction with major employment development.

142. Finding: The 13th Amendment does not change employment-related development regulations. Therefore, this policy does not apply.

Policy 5.41 Affordable homeownership. Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

Policy 5.42 Homeownership retention. Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

Policy 5.43 Variety in homeownership opportunities. Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

143. Finding: Council finds that Policies 5.38 through 5.43 all aim to support opportunities for homeownership for all Portlanders, including historically under-served and under-represented Portlanders. They also encourage compact single-dwelling homes, and homes affordable to middle-income Portlanders. The 13th Amendment complies with these policies as the Portland Housing Bureau aims for one of the projects to be funded by the amendment to provide additional opportunities for home ownership.

Policy 5.44 Regional cooperation. Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland Metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

Policy 5.45 Regional balance. Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

144. Finding: Policies 5.44 through 5.45 address how the City engages with Metro and other jurisdictions in the Portland region on housing issues. The 13th Amendment is consistent with these policies as it funds affordable housing and the projects will involve the cooperation of Prosper Portland, the Portland Housing Bureau, and potentially other regional partners, such as Metro.

Homelessness

Policy 5.46. Housing continuum. Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed, including but not limited to Permanent Supportive Housing, transitional housing, self-built micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds.

145. Finding: The 13th Amendment complies with this policy as the amendment provide additional funding for affordable housing. Although it does not specifically address homelessness, any additional housing supply helps address the overall housing supply issue.

Health, safety, and well-being

Policy 5.47 Healthy housing. Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

Policy 5.48 Housing safety. Require safe and healthy housing free of hazardous materials such as lead, asbestos, and radon.

Policy 5.49. Housing quality. Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.

Policy 5.50. High-performance housing. Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

Policy 5.51. Healthy and active living. Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

Policy 5.52. Walkable surroundings. Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

Policy 5.53. Responding to social isolation. Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

146. Finding: Policies 5.47 through 5.53 relate to the design of housing. The 13th Amendment does not change any development standards that govern the design of housing. These policies do not apply.

Policy 5.54 Renter protections. Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

147. Finding: The 13th Amendment does not alter regulations establishing tenant protections including required relocation assistance when properties are sold and/or redeveloped (PCC 30.01.085). As a result this policy does not apply.

Chapter 6: Economic Development

Goal 6.A: Prosperity. Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- Create opportunity for people to achieve their full potential.
- Improve public health.
- Support a healthy environment.
- Support the fiscal well-being of the city.

Goal 6.B: Development. Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by: 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

Goal 6.C: Business district vitality. Portland implements land use policy and investments to:

- Ensure that commercial, institutional, and industrial districts support business retention and expansion.
- Encourage the growth of districts that support productive and creative synergies among local businesses.
- Provide convenient access to goods, services, and markets.
- Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.

148. Finding: The 13th Amendment does not change the comprehensive plan designations of any currently designated employment lands. Therefore, there is no impact to employment capacity. The 13th Amendment complies with these goals as it helps provide affordable housing to support business district vitality by allowing for more households to locate in Portland, closer to goods, services, and markets, implements the North/Northeast Community Development Initiative and

provides funding for a Cultural Business Hub on the Williams & Russell site. The selection criteria for the Cultural Business Hub site are:

1. Aligns with the goals and objectives of the North/Northeast Community Development Initiative Action Plan especially:
 - Fostering multigenerational wealth creation through property ownership.
 - Fostering multigenerational wealth creation through business ownership.
2. Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
3. Demonstrates a commitment to tenanting a majority of the project with local, minority-owned businesses.
4. Provides long-term community benefits for Blacks and other people of color.
5. Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.
6. Demonstrates financial feasibility and commitment from development and financial partners

Diverse, expanding city economy

Policy 6.1. Diverse and growing community. Expand economic opportunity and improve economic equity for Portland’s diverse, growing population through sustained business growth.

Policy 6.2. Diverse and expanding economy. Align plans and investments to maintain the diversity of Portland’s economy and status as Oregon’s largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

Policy 6.3. Employment growth. Strive to capture at least 25 percent of the seven-county region’s employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

Policy 6.4. Fiscally-stable city. Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

Policy 6.5. Economic resilience. Improve Portland’s economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

Policy 6.6. Low-carbon and renewable energy economy. Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with energy efficiency projects, waste reduction, production of more durable goods, and recycling.

Policy 6.7. Competitive advantages. Maintain and strengthen the city’s comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.

Policy 6.8. Business environment. Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

Policy 6.9. Small business development. Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.

Policy 6.10. Business innovation. Encourage innovation, research, development, and

commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

Policy 6.11. Sharing economy. Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

Policy 6.12. Economic role of livability and ecosystem services. Conserve and enhance Portland’s cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

149. Finding: Policies 6.1 through 6.12 provide direction regarding economic and employment growth. The 13th Amendment does not affect any land designated for industrial or employment uses. The 13th Amendment does not affect the base development capacity in the commercial mixed-use areas. Therefore, there is no impact to employment capacity. The 13th Amendment complies with these policies as it provides funding for implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub that will providing equitable opportunities for prosperity, business diversity, strategic investments to retain, expand and attract businesses, facilitate the growth of small businesses and business innovation in the Interstate Corridor Urban Renewal Area as further elaborated in Finding 148.

Land development

Policy 6.13. Land supply. Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.

150. Finding: The 13th Amendment does not change the comprehensive plan designations of any currently designated employment lands. Therefore, there is no impact to employment capacity and this policy does not apply.

Policy 6.14. Brownfield redevelopment. Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035.

Policy 6.15. Regionally-competitive development sites. Improve the competitiveness of vacant and underutilized sites located in Portland’s employment areas using incentives, and regional and state assistance for needed infrastructure and site readiness improvements.

Policy 6.16. Regulatory climate. Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

6.16.a. Assess and understand cumulative regulatory costs to promote Portland’s financial competitiveness with other comparable cities.

6.16.b. Promote certainty for new development through appropriate allowed uses and “clear and objective” standards to permit typical development types without a discretionary review.

6.16.c. Allow discretionary-review to facilitate flexible and innovative approaches to meet requirements.

6.16.d. Design and monitor development review processes to avoid unnecessary delays.

6.16.e. Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.

Policy 6.17. Short-term land supply. Provide for a competitive supply of development-ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

Policy 6.18. Evaluate land needs. Update the Economic Opportunities Analysis and short-term land supply strategies every five to seven years.

Policy 6.19. Corporate headquarters. Provide land opportunities for development of corporate headquarters campuses in locations with suitable transportation facilities.

151. **Finding:** Policies 6.13 through 6.16 provide direction regarding land supply and development sites and regulations in employment areas. The 13th Amendment does not change the comprehensive plan designations or regulations affecting any currently designated employment lands. The 13th Amendment does not change the development standards or requirements for designated employment lands. Therefore, these policies are not applicable.

Traded sector competitiveness

Policy 6.20. Traded sector competitiveness. Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

Policy 6.21. Traded sector diversity. Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

Policy 6.22. Clusters. Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

Policy 6.23. Trade and freight hub. Encourage investment in transportation systems and services that will retain and expand Portland's competitive position as a West Coast trade gateway and freight distribution hub.

Policy 6.24. Traded sector land supply. Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

Policy 6.25. Import substitution. Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

Policy 6.26. Business opportunities in urban innovation. Strive to have Portland's built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.

152. **Finding:** The 13th Amendment does not impact the city and regional business climate. Policies 6.20 through 6.26 do not apply.

Equitable household prosperity

Policy 6.27. Income self-sufficiency. Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not

require a 4-year college degree.

6.27.a. Support the role of industrial districts as a leading source of middle-wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.

6.27.b. Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.

Policy 6.28. East Portland job growth. Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

Policy 6.29. Poverty reduction. Encourage investment in, and alignment of, poverty-reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

Policy 6.30. Disparity reduction. Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

Policy 6.31. Minority-owned, woman-owned and emerging small business (MWESB) assistance. Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

Policy 6.32. Urban renewal plans. Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- 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.
- The creation and enhancement of those features which improve the quality of life within the urban renewal area.

153. **Finding:** Policies 6.27 through 6.32 address industrial districts, job creation, access to employment opportunities, reduction of employment disparities, and the creation of urban renewal plans. 13th Amendment complies with these policies because it is an urban renewal plan amendment whose focus is to provide affordable housing, implementation of the North/Northeast Community Development Initiative including providing funding for a Cultural-Business Hub on the Williams & Russell site. The affordable housing development and the criteria for implementation of the North/Northeast Community Development Initiative including the Cultural-Business Hub include provisions for equitable household prosperity as indicated in Findings 114 and 148.

Central City

Policy 6.33. Central City. Improve the Central City's regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

Policy 6.34. Central City industrial districts. Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

Policy 6.35. Innovation districts. Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

154. Finding: The projects to be funded in the 13th Amendment are not in the Central City, so these policies do not apply.

Industrial and employment districts

Policy 6.36. Industrial land. Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely-accessible base of family-wage jobs, particularly for under-served and under-represented people.

Policy 6.37. Industrial sanctuaries. Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

Policy 6.38. Prime industrial land retention. Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention.

6.38.a. Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

6.38.b. Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

6.38.c. Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources are also protected.

6.38.d. Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.

6.38.e. Protect prime industrial land for siting of parks, schools, large-format places of assembly, and large-format retail sales.

6.38.f. Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be in the prime industrial area.

Policy 6.39. Harbor access lands. Limit use of harbor access lands to river- or rail-dependent or related industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river-dependent industrial uses.

Policy 6.40. Portland Harbor Superfund Site. Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses.

Policy 6.41. Multimodal freight corridors. Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.

Policy 6.42. Columbia East. Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.

Policy 6.43. Dispersed employment areas. Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

Policy 6.44. Industrial land use intensification. Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.

Policy 6.45. Industrial brownfield redevelopment. Provide incentives, investments, technical assistance and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

Policy 6.46. Impact analysis. Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.

Policy 6.47. Clean, safe, and green. Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.

Policy 6.48. Fossil fuel distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

Policy 6.49. Industrial growth and watershed health. Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.

Policy 6.50. District expansion. Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.

Policy 6.51. Golf course reuse and redevelopment. Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.

Policy 6.52. Residential and commercial reuse. Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.

Policy 6.55. Neighborhood park use. Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

155. **Finding:** Policies 6.36 through 6.55 provide direction regarding industrial and employment districts. The 13th Amendment is consistent with these policies because it does not change the comprehensive plan designations or regulations affecting any currently designated industrial or employment lands. Therefore, there is no impact to the development capacity of the City's industrial and employment districts.

Campus institutions

Policy 6.56. Campus institutions. Provide for the stability and growth of Portland’s major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.

Policy 6.57. Campus land use. Provide for major campus institutions as a type of employment land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

Policy 6.58. Development impacts. Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially to reduce automobile traffic and parking impacts.

Policy 6.59. Community amenities and services. Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.

Policy 6.60. Campus edges. Provide for context-sensitive, transitional uses, and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.

Policy 6.61. Satellite facilities. Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

156. Finding. Policies 6.56 through 6.61 provide direction regarding campus institutions. The 13th Amendment does not change the comprehensive plan designations or regulations affecting campus institutions.

Neighborhood business districts

Policy 6.62. Neighborhood business districts. Provide for the growth, economic equity, and vitality of neighborhood business districts.

Policy 6.63. District function. Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

Policy 6.64. Small, independent businesses. Facilitate the retention and growth of small and locally-owned businesses.

157. Finding. Policies 6.62 through 6.64 provide direction regarding neighborhood districts, which primarily have commercial/mixed use zoning. The 13th Amendment does not change the comprehensive plan designations or regulations affecting neighborhood business districts. The proposed projects are not in any of the identified neighborhood business districts. Therefore, these policies do not apply.

Policy 6.65. Home-based businesses. Encourage and expand allowances for small, low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.

Policy 6.66. Neighborhood-serving business. Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes

of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.

Policy 6.67. Retail development. Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

Policy 6.68. Investment priority. Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

Policy 6.69. Non-conforming neighborhood business uses. Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.

Policy 6.70. Involuntary commercial displacement. Evaluate plans and investments for their impact on existing businesses.

6.70.a. Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

6.70.b. Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

Policy 6.71. Temporary and informal markets and structures. Acknowledge and support the role that temporary markets (farmer's markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also, acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.

Policy 6.72. Community economic development. Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

6.72.a. Encourage broad-based community coalitions to implement land use and economic development objectives and programs.

6.72.b. Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.

6.72.c. Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.

Policy 6.73. Centers. Encourage concentrations of commercial services and employment opportunities in centers.

6.73.a. Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

6.73.b. Encourage the retention and further development of grocery stores and local markets as essential elements of centers.

6.73.c. Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

6.73.d. Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.

6.73.e. Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

158. Finding: Policies 6.62 through 6.73 provide direction regarding neighborhood commercial districts, which primarily have commercial/mixed use zoning. The 13th Amendment does not change the comprehensive plan designations or regulations affecting campus institutions. nor change commercial revitalization priorities, or affect the base land uses, non-conforming rules, or development capacity in the commercial/mixed-use zones. It is consistent with these policies. The implementation of the North/Northeast Community Development Initiative including the Cultural-Business Hub will help support community economic development, provide tools to partially address past gentrification, prioritize neighborhood serving businesses and community economic development as further described in Finding 148.

Chapter 7: Environmental and Watershed Health

Goal 7.A: Climate. Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

Goal 7.B: Healthy watersheds and environment. Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

Goal 7.C: Resilience. Portland’s built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

Goal 7.D: Environmental equity. All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

Goal 7.E: Community stewardship. Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

159. Finding: These goals focus on City programs and actions to improve environmental quality, watershed health, and resilience. They also provide direction regarding planning for natural resource protection, and provide a framework governing the City’s environmental overlay zones. There are also a number of watershed specific policies in this Chapter that provide additional guidance. The 13th Amendment is consistent with these policies because it does not change the comprehensive plan designations or regulations affecting any programs or regulations that implement these goals.

Improving environmental quality and resilience

Policy 7.1. Environmental quality. Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

Policy 7.2. Environmental equity. Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

Policy 7.3. Ecosystem services. Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

Policy 7.4. Climate change. Update and implement strategies to reduce carbon emissions and impacts and increase resilience through plans and investments and public education.

7.4.a. Carbon sequestration. Enhance the capacity of Portland’s urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.

7.4.b. Climate adaptation and resilience. Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.

Policy 7.5. Air quality. Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders.

Policy 7.6. Hydrology. Through plans and investments, improve or support efforts to improve

watershed hydrology to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

Policy 7.7. Water quality. Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the impacts of water quality on the health of all Portlanders.

Policy 7.8. Biodiversity. Strive to achieve and maintain self-sustaining populations of native species, including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

Policy 7.9. Habitat and biological communities. Ensure that plans and investments are consistent with and advance efforts to improve, or support efforts to improve fish and wildlife habitat and biological communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- Are rare or declining.
- Support at-risk plant and animal species and communities.
- Support recovery of species under the Endangered Species Act, and prevent new listings.
- Provide culturally important food sources, including those associated with Native American fishing rights.

Policy 7.10. Habitat connectivity. Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- Prevent and repair habitat fragmentation.
- Improve habitat quality.
- Weave habitat into sites as new development occurs.
- Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.
- Promote restoration and protection of floodplains.

Policy 7.11. Urban forest. Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland’s urban forest through plans and investments.

7.11.a. Tree preservation. Require or encourage preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.

7.11.b. Urban forest diversity. Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

7.11.c. Tree canopy. Support progress toward meeting City tree canopy targets.

7.11.d. Tree planting. Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.

7.11.e. Vegetation in natural resource areas. Require native trees and vegetation in significant natural resource areas.

7.11.f. Resilient urban forest. Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.

7.11.g. Trees in land use planning. Identify priority areas for tree preservation and planting in land use plans.

7.11.h. Managing wildfire risk. Address wildfire hazard risks and management priorities through plans and investments.

Policy 7.12. Invasive species. Prevent the spread of invasive plants, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

Policy 7.13. Soils. Coordinate plans and investments with programs that address human-induced soil loss, erosion, contamination, or other impairments to soil quality and function.

Policy 7.14. Natural hazards. Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

Policy 7.15. Brownfield remediation. Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

Policy 7.16. Adaptive management. Evaluate trends in watershed and environmental health using current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

Policy 7.18. Community stewardship. Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

160. Finding: Policies 7.1 through 7.18 are focused on City programs and actions to improve environmental quality and resilience. These policies address City actions, coordination, and in some cases regulatory systems related to development. The 13th Amendment does not include amendments to any programs or regulations that implement these policies. These policies do not apply.

Planning for natural resource protection

Policy 7.19. Natural resource protection. Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

- Rivers, streams, sloughs, and drainageways.
- Floodplains.
- Riparian corridors.
- Wetlands.
- Groundwater.
- Native and other beneficial vegetation species and communities.
- Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
- Other resources identified in natural resource inventories.

Policy 7.20. Natural resource inventory. Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

Policy 7.21. Environmental plans and regulations. Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. *See Figure 7-2 — Adopted Environmental Plans.*

7.21.a. Improve the effectiveness of environmental protection plans and regulations to protect and encourage enhancement of ecological functions and ecosystem services.

Policy 7.22. Land acquisition priorities and coordination. Maintain a land acquisition program as a tool to protect and support natural resources and their functions. Coordinate land acquisition with the programs of City bureaus and other agencies and organizations.

161. Finding: These policies provide direction regarding planning for natural resource protection. The *2035 Comprehensive Plan* background documents included an updated Natural Resources Inventory (NRI), which was adopted (Ordinance 185657) and acknowledged by LCDC on June 13, 2014. The NRI identified the location, quantity, and quality of all significant natural resources as required by the inventory provisions of Statewide Planning Goal 5. From the set of all significant resources, high and medium quality resources, ranked primarily from riparian corridor and wildlife habitat considerations, were identified to comply with the inventory requirements of Title 13 of Metro’s Urban Growth Management Functional Plan

The City’s environmental zones are the primary zoning tool to protect resources and functional values that have been identified by the City as providing benefits to the public. The 13th Amendment does not change these zones or regulations. The 13th Amendment does not include or change any land acquisition programs which will continue to be coordinated between City bureaus and other agencies and organizations. These policies do not apply.

Protecting natural resources in development situations

Policy 7.23. Impact evaluation. Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide to inform and guide development design and mitigation consistent with policies 7.24-7.26. and other relevant Comprehensive Plan policies.

Policy 7.24. Regulatory hierarchy: avoid, minimize, mitigate. Maintain regulations requiring that the potential adverse impacts of new development on significant natural resources and their functions first be avoided where practicable, then minimized, then lastly, mitigated.

Policy 7.25. Mitigation effectiveness. Require that mitigation approaches compensate fully for adverse impacts on locally and regionally significant natural resources and functions. Require mitigation to be located as close to the impact as possible. Mitigation must also take place within the same watershed or portion of the watershed that is within the Portland Urban Services Boundary, unless mitigating outside of these areas will provide a greater local ecological benefit. Mitigation will be subject to the following preference hierarchy:

- On the site of the resource subject to impact with the same kind of resource; if that is not possible, then
- Off-site with the same kind of resource; if that is not possible, then

- On-site with a different kind of resource; if that is not possible, then
- Off-site with a different kind of resource.

Policy 7.26. Improving environmental conditions through development. Encourage ecological site design, site enhancement, or other tools to improve ecological functions and ecosystem services in conjunction with new development and alterations to existing development.

162. Policies 7.23 through 7.26 provide direction regarding the protection of significant natural resources in development situations. The City’s environmental overlay zones (33.430) are the regulations that control development in order to protect the resources and functional values while allowing environmentally sensitive urban development. The 13th Amendment does not change the environmental overlay regulations. These policies do not apply.

Aggregate resources

Policy 7.27. Aggregate resource protection. Protect aggregate resource sites for current and future use where there are no major conflicts with urban needs, or where these conflicts may be resolved.

Policy 7.28. Aggregate resource development. When aggregate resources are developed, ensure that development minimizes adverse environmental impacts and impacts on adjacent land uses.

Policy 7.29. Mining site reclamation. Ensure that the reclamation of mining sites protects public health and safety, protects fish and wildlife (including at-risk species), enhances or restores habitat (including rare and declining habitat types), restores adequate watershed conditions and functions on the site, and is compatible with the surrounding land uses and conditions of nearby land.

163. **Finding:** Policies 7.27 through 7.29 provide direction regarding aggregate resources. The 13th Amendment does not impact aggregate resources or mine sites. These policies do not apply.

Columbia River Watershed

Policy 7.30. In-water habitat. Enhance in-water habitat for native fish and wildlife, particularly in the Oregon Slough and near-shore environments along the Columbia River.

Policy 7.31. Sensitive habitats. Enhance grassland, beach, riverbanks, wetlands, bottomland forests, shallow water habitats, and other key habitats for wildlife traveling along the Columbia River migratory corridor, while continuing to manage the levees and floodplain for flood control.

Policy 7.32. River-dependent and river-related uses. Maintain plans and regulations that recognize the needs of river-dependent and river-related uses while also supporting ecologically-sensitive site design and practices.

164. **Finding:** Policies 7.30 through 7.32 provide direction regarding habitat and river-related uses in the Columbia River Watershed. The 13th Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat enhancement, or river-dependent or river-related uses. These policies do not apply.

Willamette River Watershed

Policy 7.33. Fish habitat. Provide adequate intervals of ecologically-functional shallow-water habitat for native fish along the entire length of the Willamette River within the city, and at the confluences of its tributaries.

Policy 7.34. Stream connectivity. Improve stream connectivity between the Willamette River and its tributaries.

Policy 7.35. River bank conditions. Preserve existing river bank habitat and encourage the rehabilitation of river bank sections that have been significantly altered due to development with more fish and wildlife friendly riverbank conditions.

Policy 7.36. South Reach ecological complex. Enhance habitat quality and connections between Ross Island, Oaks Bottom, and riverfront parks and natural areas south of the Central City, to enhance the area as a functioning ecological complex.

Policy 7.37. Contaminated sites. Promote and support programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.

Policy 7.38. Sensitive habitats. Protect and enhance grasslands, beaches, floodplains, wetlands, remnant native oak, bottomland hardwood forest, and other key habitats for native wildlife including shorebirds, waterfowl, and species that migrate along the Pacific Flyway and the Willamette River corridor.

Policy 7.39. Riparian corridors. Increase the width and quality of vegetated riparian buffers along the Willamette River.

Policy 7.40. Connected upland and river habitats. Enhance habitat quality and connectivity between the Willamette riverfront, the Willamette's floodplain, and upland natural resource areas.

Policy 7.41. River-dependent and river-related uses. Develop and maintain plans and regulations that recognize the needs of river-dependent and river-related uses, while also supporting ecologically-sensitive site design and practices.

Policy 7.42. Forest Park. Enhance Forest Park as an anchor habitat and recreational resource.

165. Finding: Policies 7.33 through 7.42 provide direction regarding habitat and river-related uses in the Willamette River Watershed. The 13th Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies do not apply.

Columbia Slough Watershed

Policy 7.43. Fish passage. Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.

Policy 7.44. Flow constriction removal. Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.

Policy 7.45. Riparian corridors. Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.

Policy 7.46. Sensitive habitats. Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.

Policy 7.47. Connected rivers habitats. Enhance upland habitat connections to the Willamette and Columbia rivers.

Policy 7.48. Contaminated sites. Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or

that discharge stormwater, to the Columbia Slough.

Policy 7.49. Portland International Airport. Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.

166. Finding: Policies 7.43 through 7.49 provide direction regarding the environment and watershed health in the Columbia Slough Watershed. The 13th Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These polices do not apply.

Fanno and Tryon Creek Watersheds

Policy 7.50. Stream connectivity. Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

Policy 7.51. Riparian and habitat corridors. Protect and enhance riparian habitat quality and connectivity along Tryon and Fanno creeks and their tributaries. Enhance connections between riparian areas, parks, anchor habitats, and areas with significant tree canopy. Enhance in-stream and upland habitat connections between Tryon Creek State Natural Area and the Willamette River.

Policy 7.52. Reduced hazard risks. Reduce the risks of landslides and streambank erosion by protecting trees and vegetation that absorb stormwater, especially in areas with steep slopes or limited access to stormwater infrastructure.

167. Finding: Policies 7.50 through 7.52 provide direction regarding habitat and river-related uses in the Fanno and Tryon Creek Watersheds. The 13th Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These polices do not apply.

Johnson Creek Watershed

Policy 7.53. In-stream and riparian habitat. Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

Policy 7.54. Floodplain restoration. Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

Policy 7.55. Connected floodplains, springs, and wetlands. Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

Policy 7.56. Reduced natural hazards. Reduce the risks of landslides, streambank erosion and downstream flooding by protecting seeps, springs, trees, vegetation, and soils that absorb stormwater in the East Buttes.

Policy 7.57. Greenspace network. Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

168. Finding: Policies 7.53 through 7.57 provide direction regarding the environment and watershed health in the Johnson Creek Watershed. The 13th Amendment does not affect the environmental zones that apply in this area or programs related to habitat or watershed health. The amendment also does not amend the Johnson Creek Basin Plan District. These polices do not apply .

Chapter 8: Public Facilities and Services

Goal 8.A: Quality public facilities and services. High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

Goal 8.B: Multiple benefits. Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

Goal 8.C: Reliability and resiliency. Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

Goal 8.D: Public rights-of-way. Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

Goal 8.E: Sanitary and stormwater systems. Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

Goal 8.F: Flood management. Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

Goal 8.G: Water. Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

Goal 8.H: Parks, natural areas, and recreation. All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

Goal 8.I: Public safety and emergency response. Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

Goal 8.J: Solid waste management. Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

Goal 8.K: School facilities. Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

Goal 8.L: Technology and communications. All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

Goal 8.M: Energy infrastructure and services. Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

169. Finding: The policies in this chapter, and these goals, generally address provision of public services, and adequacy of services as it relates to growth and development. The adopted 2035

Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects.

These goals and policies are not applicable because the 13th Amendment does not propose changes to any of these facilities.

The policy-specific findings below address water, sewer, stormwater, and school facilities.

Transportation facilities are addressed under Chapter 9 (Transportation), below.

The findings for Statewide Planning Goal 11 also address public facilities and are incorporated by reference.

Service provision and urbanization

Policy 8.1. Urban services boundary. Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

Policy 8.2. Rural, urbanizable, and urban public facility needs. Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

Policy 8.3. Urban service delivery. Provide the following public facilities and services at urban levels of service to urban lands within the City’s boundaries of incorporation:

- Public rights-of-way, streets, and public trails
- Sanitary sewers and wastewater treatment
- Stormwater management and conveyance
- Flood management
- Protection of the waterways of the state
- Water supply
- Police, fire, and emergency response
- Parks, natural areas, and recreation
- Solid waste regulation

Policy 8.4. Supporting facilities and systems. Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

Policy 8.5. Planning service delivery. Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City’s Urban Services Boundary.

170. **Finding:** The City Council interprets policies 8.1 through 8.5 provide direction on the provision of public facilities and services and the process of urbanization. The 13th Amendment does not include new public facility or infrastructure projects. These policies do not apply.

Service coordination

Policy 8.6. Interagency coordination. Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland’s Urban Services Boundary to ensure effective and efficient service delivery. See Policy 8.3 for the list of services included. Such jurisdictions and agencies include, but may not be limited to:

- Multnomah County for transportation facilities and public safety.
- State of Oregon for transportation and parks facilities and services.
- TriMet for public transit facilities and services.
- Port of Portland for air and marine facilities and services.
- Metro for regional parks and natural areas, and for solid waste, composting, and recycling facilities and transfer stations.
- Gresham, Milwaukie, Clackamas County Service District #1, and Clean Water Services for sanitary sewer conveyance and treatment.
- Multnomah County Drainage District No. 1, Peninsula Drainage District No 1, and Peninsula Drainage District No. 2 for stormwater management and conveyance, and for flood mitigation, protection, and control.
- Rockwood People’s Utility District; Sunrise Water Authority; and the Burlington, Tualatin Valley, Valley View, West Slope, Palatine Hill, Alto Park, and Clackamas River Water Districts for water distribution.
- Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts for public education, park, trail, and recreational facilities.

Policy 8.7. Outside contracts. Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

Policy 8.8. Public service coordination. Coordinate with the planning efforts of agencies providing public education, public health services, community centers, urban forest management, library services, justice services, energy, and technology and communications services.

Policy 8.9. Internal coordination. Coordinate planning and provision of public facilities and services, including land acquisition, among City agencies, including internal service bureaus.

Policy 8.10. Co-location. Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and access for historically under-represented and under-served communities.

171. **Finding:** The City Council interprets policies 8.6 through 8.10 provide direction on coordination with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland’s Urban Services Boundary. The 13th Amendment does not include new public facility or infrastructure projects or amendments to public service coordination agreements. These policies do not apply.

Service extension

Policy 8.11. Annexation. Require annexation of unincorporated urbanizable areas within the City's Urban Services Boundary as a prerequisite to receive urban services.

Policy 8.12. Feasibility of service. Evaluate the physical feasibility and cost-effectiveness of extending urban public services to candidate annexation areas to ensure sensible investment and to set reasonable expectations.

Policy 8.13. Orderly service extension. Establish or improve urban public services in newly-annexed areas to serve designated land uses at established levels of service, as funds are available and as responsible engineering practice allows.

Policy 8.14. Coordination of service extension. Coordinate provision of urban public services to newly-annexed areas so that provision of any given service does not stimulate development that significantly hinders the City's ability to provide other urban services at uniform levels.

Policy 8.15. Services to unincorporated urban pockets. Plan for future delivery of urban services to urbanizable areas that are within the Urban Services Boundary but outside the city limits.

Policy 8.16. Orderly urbanization. Coordinate with counties, neighboring jurisdictions, and other special districts to ensure consistent management of annexation requests, and to establish rational and orderly process of urbanization that maximize efficient use of public funds.

Policy 8.17. Services outside the city limits. Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside city limits, except in cases where the City has agreements or contracts in place.

Policy 8.18. Service district expansion. Prohibit service district expansion or creation within the City's Urban Services Boundary without the City's expressed consent.

Policy 8.19. Rural service delivery. Provide the public facilities and services identified in Policy 8.3 in rural areas only at levels necessary to support designated rural residential land uses and protect public health and safety. Prohibit sanitary sewer extensions into rural land and limit other urban services.

172. **Finding:** The City Council interprets policies 8.11 through 8.19 provide direction on extending public services. The 13th Amendment does not include new public facility or infrastructure projects or service extensions. These policies do not apply.

Public investment

Policy 8.20. Regulatory compliance. Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.

Policy 8.21. System capacity. Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

Policy 8.22. Equitable service. Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

8.22.a. In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

8.22.b. In places that lack basic public facilities or services and also have significant growth

potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

8.22.c. In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

8.22.d. In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

Policy 8.23. Asset management. Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

Policy 8.24. Risk management. Maintain and improve Portland’s public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

Policy 8.25. Critical infrastructure. Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

Policy 8.26. Capital programming. Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

173. Finding: The City Council interprets policies 8.20 through 8.26 provide direction on investment priorities for public facilities. The 13th Amendment does not include new public facility or infrastructure projects. These policies do not apply.

Funding

Policy 8.27. Cost-effectiveness. Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities’ lifecycle costs, and maintain the City’s long-term financial sustainability.

Policy 8.28. Shared costs. Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.

Policy 8.29. System development. Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs.

Policy 8.30. Partnerships. Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate.

174. Finding: The City Council interprets policies 8.27 through 8.30 provide direction on funding public facilities and services within the City of Portland’s Urban Services Boundary. The 13th Amendment does not include new public facility or infrastructure projects. These policies do not apply.

Public benefits

Policy 8.31. Application of Guiding Principles. Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this

Comprehensive Plan.

Policy 8.32. Community benefit agreements. Encourage the use of negotiated community benefit agreements for large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.

Policy 8.33. Community knowledge and experience. Encourage public engagement processes and strategies for larger public facility projects to include community members in identifying potential impacts, mitigation measures and community benefits.

Policy 8.34. Resource efficiency. Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets.

Policy 8.35. Natural systems. Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

Policy 8.36. Context-sensitive infrastructure. Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

Policy 8.38. Age-friendly public facilities. Promote public facility designs that make Portland more age-friendly.

175. Finding: The City Council interprets policies 8.31 through 8.38 provide direction on the associated public benefits that should be considered in conjunction with investment in public facilities and services within the City of Portland’s Urban Services Boundary. The 13th Amendment does not include new public facility or infrastructure projects. These policies do not apply.

Public rights-of-way

Policy 8.39. Interconnected network. Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

Policy 8.40. Transportation function. Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

Policy 8.41. Utility function. Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

Policy 8.42. Stormwater management function. Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives.

Policy 8.43. Trees in rights-of-way. Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

Policy 8.44. Community uses. Allow community use of rights-of-way for purposes such as public gathering space, events, or temporary festivals, if the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

Policy 8.45. Pedestrian amenities. Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right-of-way.

Policy 8.46. Commercial uses. Accommodate allowable commercial uses of the rights-of-way for

enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way.

Policy 8.47. Flexible design. Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

8.47.a. Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland’s Pedestrian Design Guide, Bicycle Master Plan- Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways. (TSP objective 8.1.e.).

Policy 8.48. Corridors and City Greenways. Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors.

Policy 8.49. Coordination. Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

8.49.a. Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46.

8.49.b. Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

Policy 8.50. Undergrounding. Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors.

Policy 8.51. Right-of-way vacations. Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46.

Policy 8.52. Rail rights-of-way. Preserve existing and abandoned rail rights-of-way for future rail or public trail uses.

176. Finding: The City Council interprets policies 8.39 through 8.52 to apply to new public facilities, uses, or infrastructure projects in the right-of-way; and right of way vacations. The 13th Amendment does not include new public facility, uses, or infrastructure projects in the right-of-way. These policies do not apply.

Trails

Policy 8.53. Public trails. Establish, improve, and maintain a citywide system of public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

Policy 8.54. Trail system connectivity. Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland’s neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives.

Policy 8.55. Trail coordination. Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners.

Policy 8.56. Trail diversity. Allow a variety of trail types to reflect a trail’s transportation and recreation roles, requirements, and physical context.

Policy 8.57. Public access requirements. Require public access and improvement of public trails along the future public trail alignments shown in Figure 8-2 — Future Public Trail Alignments.

Policy 8.58. Trail and City Greenway coordination. Coordinate the planning and improvement of trails as part of the City Greenways system.

Policy 8.59. Trail and Habitat Corridor coordination. Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors.

Policy 8.60. Intertwine coordination. Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland’s trail and active transportation network with the bi-state regional trail system.

177. **Finding:** The City Council interprets policies 8.53 through 8.60 to apply to designated trails. The 13th Amendment does not impact any trails. These policies do not apply.

Sanitary system

Policy 8.61. Sewer connections. Require all developments within the city limits to be connected to sanitary sewers unless the public sanitary system is not physically or legally available per City Code and state requirements; or the existing onsite septic system is functioning properly without failure or complaints per City Code and state requirements; and the system has all necessary state and county permits.

Policy 8.62. Combined sewer overflows. Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.

Policy 8.63. Sanitary sewer overflows. Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.

Policy 8.64. Private sewage treatment systems. Adopt land use regulations that require any proposed private sewage treatment system to demonstrate that all necessary state and county permits are obtained.

Policy 8.65. Sewer extensions. Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.

Policy 8.66. Pollution prevention. Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.

Policy 8.67. Treatment. Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

178. **Finding:** The City Council interprets policies 8.61 through 8.67 to apply to the provision of sanitary sewer facilities. Policy 8.61, in particular, applies to development. There are no changes to existing zoning in the ICURA Amendment, so no changes to the planned capacity for the sanitary sewer system. These policies do not apply.

Stormwater Systems

Policy 8.68. Stormwater facilities. Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.

Policy 8.69. Stormwater as a resource. Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland's watersheds.

Policy 8.70. Natural systems. Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.

Policy 8.71. Green infrastructure. Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.

Policy 8.72. Stormwater discharge. Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.

Policy 8.73. On-site stormwater management. Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.

Policy 8.74. Pollution prevention. Coordinate policies, programs, and investments with partners to prevent pollutants from entering the stormwater system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

Policy 8.75. Stormwater partnerships. Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

179. Finding: The City Council interprets policies 8.68 through 8.75 to apply to the provision of stormwater facilities. Stormwater is conveyed through the combined sewer system, pipes, ditches, or drainageways to streams and rivers. In some cases, stormwater is managed in detention facilities, other vegetated facilities, or allowed to infiltrate in natural areas. The Citywide Systems Plan includes projects to address facilities needed for conveyance, flow control and pollution reduction. Development of new buildings on sites will be required to comply with Title 17, and the Stormwater Management Manual, which will require incorporation of features to detain and delay the release of stormwater during rain events, and remove pollutants. There are no changes to existing zoning in the 13th Amendment, so no changes to the planned capacity for the storm water system. These policies do not apply.

Flood management

Policy 8.76. Flood management. Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.

Policy 8.77. Floodplain management. Manage floodplains to protect and restore associated natural resources and functions and to minimize the risks to life and property from flooding.

Policy 8.78. Flood management facilities. Establish, improve, and maintain flood management facilities to serve designated land uses through planning, investment and regulatory requirements.

Policy 8.79. Drainage district coordination. Coordinate with drainage districts that provide stormwater management, conveyance, and flood mitigation, protection, and control services within the City's Urban Services Boundary.

Policy 8.80. Levee coordination. Coordinate plans and investments with special districts and agencies

responsible for managing and maintaining certification of levees along the Columbia River.

180. Finding. The City Council interprets policies 8.76 through 8.80 to apply to the management of floodplains. The 13th Amendment makes no changes to any floodplain designations. These policies do not apply.

Water systems

Policy 8.81. Primary supply source. Protect the Bull Run watershed as the primary water supply source for Portland.

Policy 8.82. Bull Run protection. Maintain a source-protection program and practices to safeguard the Bull Run watershed as a drinking water supply.

Policy 8.83. Secondary supply sources. Protect, improve, and maintain the Columbia South Shore wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other alternative water sources designated as secondary water supplies.

Policy 8.84. Groundwater wellfield protection. Maintain a groundwater protection program and practices to safeguard the Columbia South Shore wellfield and the Powell Valley wellfield as drinking water supplies.

Policy 8.85. Water quality. Maintain compliance with state and federal drinking water quality regulations.

Policy 8.86. Storage. Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.

Policy 8.87. Fire protection. Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.

Policy 8.88. Water pressure. Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.

Policy 8.89. Water efficiency. Reduce the need for additional water facility capacity and maintain compliance with state water resource regulations by encouraging efficient use of water by customers within the city.

Policy 8.90. Service interruptions. Maintain and improve water facilities to limit interruptions in water service to customers.

Policy 8.91. Outside user contracts. Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

181. The City Council interprets policies 8.81 through 8.91 to apply to the provision of water service. Primarily these policies govern how the City manages its water system and are not applicable to development. There are no changes to existing zoning in the 13th Amendment, so no changes to the planned capacity for the water system. These policies do not apply.

Parks and recreation

Policy 8.92. Acquisition, development, and maintenance. Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

Policy 8.93. Service equity. Invest in acquisition and development of parks and recreation facilities in

areas where service-level deficiencies exist.

Policy 8.94. Capital programming. Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.

Policy 8.95. Park planning. Improve parks, recreational facilities, natural areas, and the urban forest in accordance with current master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input.

Policy 8.96. Recreational trails. Establish, improve, and maintain a complete and connected system of public recreational trails, consistent with Portland Parks & Recreation’s trail strategy.

Policy 8.97. Natural resources. Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.

Policy 8.98. Urban forest management. Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation.

Policy 8.99. Recreational facilities. Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

Policy 8.100. Self-sustaining Portland International Raceway (PIR). Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

Policy 8.101. Self-sustaining and inclusive golf facilities. Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

Policy 8.102. Specialized recreational facilities. Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

Policy 8.103. Public-private partnerships. Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

182. Finding: The City Council interprets policies 8.92 through 8.103 to primarily address City-owned parks and natural areas and not development on private land. The 13th Amendment does not change current parks and recreation programs. Therefore, these policies do not apply.

Public safety and emergency response

Policy 8.104. Emergency preparedness, response, and recovery coordination. Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

Policy 8.105. Emergency management facilities. Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

Policy 8.106. Police facilities. Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

Policy 8.107. Community safety centers. Establish, coordinate, and co-locate public safety and other community services in centers.

Policy 8.108. Fire facilities. Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds minimum established service levels.

Policy 8.109. Mutual aid. Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

Policy 8.110. Community preparedness. Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

Policy 8.111. Continuity of operations. Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

183. Finding: The City Council interprets policies 8.104 through 8.111 to address the provision of public safety and emergency response services and not development on private land. The 13th Amendment does not change the provision of public safety and emergency response services. These policies do not apply.

Solid waste management

Policy 8.112. Waste management. Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and then landfill.

184. Finding: The City Council interprets this policy to address the provision of waste management services and not development on private land. The changes being made by the 13th Amendment do not impact these waste management services. These policies do not apply.

School facilities

Policy 8.113. School district capacity. Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

Policy 8.114. Facilities Planning. Facilitate coordinated planning among school districts and City bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to most up-to-date growth forecasts.

185. Finding: David Douglas School District (DDSD) is the only school district in Portland with an adopted school facility plan. Its enrollment boundary covers much of East Portland. These policies do not apply as they are not in the 13th Amendment Area.

Policy 8.115. Co-location. Encourage public school districts, Multnomah County, the City of Portland, and other providers to co-locate facilities and programs in ways that optimize service provision and intergenerational and intercultural use.

Policy 8.116. Community use. Encourage public use of public school grounds for community purposes

while meeting educational and student safety needs and balancing impacts on surrounding neighborhoods.

Policy 8.117. Recreational use. Encourage publicly-available recreational amenities (e.g. athletic fields, green spaces, community gardens, and playgrounds) on public school grounds for public recreational use, particularly in neighborhoods with limited access to parks.

Policy 8.118. Schools as emergency aid centers. Encourage the use of seismically-safe school facilities as gathering and aid-distribution locations during natural disasters and other emergencies.

Policy 8.119. Facility adaptability. Ensure that public schools may be upgraded to flexibly accommodate multiple community-serving uses and adapt to changes in educational approaches, technology, and student needs over time.

Policy 8.120. Leverage public investment. Encourage City public facility investments that complement and leverage local public school districts' major capital investments.

Policy 8.121. School access. Encourage public school districts to consider the ability of students to safely walk and bike to school when making decisions about the site locations and attendance boundaries of schools.

Policy 8.122. Private institutions. Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

186. Finding: The City Council interprets policies 8.115 through 8.122 to address school facilities and school sites. The 13th Amendment does not propose projects that address school facilities and sites. These policies do not apply.

Technology and communications

Policy 8.123. Technology and communication systems. Maintain and enhance the City's technology and communication facilities to ensure public safety, facilitate access to information, and maintain City operations.

Policy 8.124. Equity, capacity, and reliability. Encourage plans and investments in technology and communication infrastructure to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and to provide innovative high-performance, reliable service for Portland's residents and businesses.

187. Finding: The City Council interprets policies 8.123 and 8.124 to address the provision technology and communication services and not development on private land. These policies does not apply.

Energy infrastructure

Policy 8.125. Energy efficiency. Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.

Policy 8.126. Coordination. Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.

188. Finding: The 13th Amendment does not amend the sections of the zoning code that regulate the production of energy or other types of energy infrastructure and do not affect coordination efforts. This policy does not apply.

Chapter 9 Transportation

GOAL 9.A: Safety. Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland’s transportation system.

Goal 9.B: Multiple goals. Portland’s transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

GOAL 9.C: Great places. Portland’s transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

GOAL 9.D: Environmentally sustainable. The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders’ reliance on private vehicles.

GOAL 9.E: Equitable transportation. The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

GOAL 9.F: Positive health outcomes. The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

GOAL 9.G: Opportunities for prosperity. The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland’s role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

GOAL 9.H. Cost Effectiveness. The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets.

GOAL 9.I. Airport Futures. Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region’s air transportation needs without compromising livability and quality of life for future generations.

189. Finding: The City Council generally interprets the goals and the policies of Chapter 9 to address transportation improvements, programming, funding priorities and maintenance and not development on private land. There are no changes to the zoning nor comprehensive plan map, and no proposed changes to the transportation system or the Transportation Systems Plan, so these policies are inapplicable to the 13th Amendment.

Designing and planning

Policy 9.1. Street design classifications. Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

Policy 9.2. Street policy classifications. Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

9.2.a. Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

9.2.b. Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas.

9.2.c. Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

Policy 9.3. Transportation System Plan. Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design.

Policy 9.4. Use of classifications. Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan.

9.4.a. Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

190. Finding: Policies 9.1 through 9.4 provide direction regarding transportation system classifications and the Transportation System Plan. The 13th Amendment does not change the functional classification of any existing or proposed transportation facility, nor do they change the standards implementing a functional classification system. These policies do not apply.

Policy 9.5. Mode share goals and Vehicle Miles Travelled (VMT) reduction. Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan, and meet or exceed Metro's mode share and VMT targets.

191. Finding: The 13th Amendment does not change mode share goals or vehicle miles traveled except by proving funding for development near a light rail system. These policies do not apply

Policy 9.6. Transportation strategy for people movement. Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions per the following ordered list:

1. Walking
2. Bicycling

3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

Policy 9.7. Moving goods and delivering services. In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs.

Policy 9.8. Affordability. Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

Policy 9.9. Accessible and age-friendly transportation system. Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

Policy 9.10. Geographic policies. Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

9.10.a. Refer to adopted area plans for additional applicable geographic objectives related to transportation. Land use, development, and placemaking

- 192. Finding:** Policies 9.6 through 9.10 provide direction regarding planning for the transportation system. These policies address the design and planning of transportation facilities and not development on private land. These policies do not apply.

Land use, development, and placemaking

Policy 9.11. Land use and transportation coordination. Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

Policy 9.12. Growth strategy. Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

Policy 9.13. Development and street design. Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets.

193. Finding: The 13th Amendment does not change the functional classification of any existing or proposed transportation facility, nor do they change the standards implementing a functional classification system. These policies do not apply.

Streets as public spaces

Policy 9.14. Streets for transportation and public spaces. Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

Policy 9.15. Repurposing street space. Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

Policy 9.16. Design with nature. Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.

194. Finding: Policies 9.14 through 9.16 address the design and use of public streets and not development on private land. The 13th Amendment does not change any of these policies. These policies do not apply.

Modal policies

Policy 9.17. Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

Policy 9.18. Pedestrian networks. Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

Policy 9.19. Pedestrian safety and accessibility. Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

Policy 9.20. Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

Policy 9.21. Accessible bicycle system. Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

Policy 9.22. Public transportation. Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling.

Policy 9.23. Transportation to job centers. Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

Policy 9.24. Transit service. In partnership with TriMet, develop a public transportation system that conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a week.

Policy 9.25. Transit equity. In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

9.25.a. Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

Policy 9.26. Transit funding. Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising Metro-wide funding to improve service and decrease user fees/fares.

Policy 9.27. Transit service to centers and corridors. Use transit investments to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.

9.27.a. Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

Policy 9.28. Intercity passenger service. Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to Seattle and Vancouver, BC.

Policy 9.29. Regional trafficways and transitways. Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic.

Policy 9.30. Multimodal goods movement. Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city.

Policy 9.31. Economic development and industrial lands. Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

Policy 9.32. Multimodal system and hub. Maintain Portland's role as a multimodal hub for global and regional movement of goods. Enhance Portland's network of multimodal freight corridors.

Policy 9.33. Freight network. Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.

Policy 9.34. Sustainable freight system. Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.

Policy 9.35. Freight rail network. Coordinate with stakeholders and regional partners to support

continued reinvestment in, and modernization of, the freight rail network.

Policy 9.36. Portland Harbor. Coordinate with the Port of Portland, private stakeholders, and regional partners to improve and maintain access to marine terminals and related river dependent uses in Portland Harbor.

9.36.a. Support continued reinvestment in, and modernization of, marine terminals in Portland Harbor.

9.36.b. Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia River.

9.36.c. Support more long-distance, high-volume movement of goods to river and oceangoing ships and rail.

Policy 9.37. Portland Heliport. Maintain Portland’s Heliport functionality in the Central City.

Policy 9.38. Automobile transportation. Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

Policy 9.39. Automobile efficiency. Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

Policy 9.40. Emergency response. Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety.

195. Finding: Policies 9.17 through 9.40 primarily address the design and use of transportation infrastructure, and the goal of developing a more multimodal system. The projects being implemented in the 13th Amendment will use the existing transportation infrastructure and do not involve changes to the current zoning of the parcels. These policies do not apply.

Airport Futures

Policy 9.41. Portland International Airport. Maintain the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy.

Policy 9.42. Airport regulations. Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District.

9.42.a. Prohibit the development of a potential third parallel runway at PDX unless need for its construction is established through a transparent, thorough, and regional planning process.

9.42.b. Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.

9.42.c. Support the Port of Portland’s Wildlife Hazard Management Plan by implementing airport-specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft.

Policy 9.43. Airport partnerships. Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility. Support an ongoing public advisory committee for PDX to:

9.43.a. Support meaningful and collaborative public dialogue and engagement on airport related planning and development.

9.43.b. Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland, and other jurisdictions/organizations in the region.

9.43.c. Raise public knowledge about PDX and impacted communities.

Policy 9.44. Airport investments. Ensure that new development and redevelopment of airport facilities supports the City's and the Port's sustainability goals and policies, and is in accordance with Figure 9-3 — Portland International Airport. Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration's airport design criteria.

196. **Finding:** Policies 9.41 through 9.44 provide policy direction related to Portland International Airport. The 13th Amendment does not change the Portland International Airport Plan District. These policies do not apply.

System management

Policy 9.45. System management. Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

9.45.a. Support regional equity measures for transportation system evaluation.

Policy 9.46. Traffic management. Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

9.46.a. Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

Policy 9.47. Connectivity. Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

9.47.a. Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

9.47.b. As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comprehensive Plan.

9.47.c. Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comprehensive Plan.

9.47.d. Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

9.47.e Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

Policy 9.48 Technology. Encourage the use of emerging vehicle and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.

Policy 9.49 Performance measures. Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

9.49.a. Eliminate deaths and serious injuries for all who share Portland streets by 2025.

9.49.b. Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.

9.49.c. By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.

9.49.d. Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro’s targets for these areas.

9.49.e. By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

9.49.f. By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%
Carpool	10%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

9.49.g. By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

9.49.h. By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

9.49.i. Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development.

9.49.j. Use level-of-service, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

9.49.k. Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

9.49.l. In areas identified by Metro that exceed the level-of-service in Table 9.2 and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan.

Table 9-2: Oregon Metro Interim Deficiency Thresholds and Operating Standards		
Location	Standards	
	Mid-Day	PM 2-Hour Peak
	*	

	One-Hour Peak *	1st Hour	2nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	0.99	1.1	0.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99- E (from Lincoln St. to OR 224), US 26 (from I-405 to Sylvan Interchange), I-405	0.99	1.1	0.99
Other Principal Arterial Routes	0.90	0.99	0.99
*The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.			

9.49.m. Develop performance measures to track progress in creating and maintaining the transportation system.

Policy 9.50 Regional congestion management. Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.

9.50.a. Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.

***Post Central City:**

Policy 9.51. Multimodal Mixed-Use Area. Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

***Pre-Central City:**

Policy 9.51 Multimodal Mixed-Use Area. Designate a Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2, which will render state congestion / mobility standards inapplicable to proposed plan amendments under OAR 660-0012-0060(10), subject to ODOT concurrence and execution of an agreement between ODOT and the City of Portland. The agreement should emphasize potential safety and operational impacts.

197. Finding: Policies 9.45 through 9.51 generally address the system-wide management of the City’s transportation system. Policy 9.49 addresses state and regional system performance standards, and includes standards related to vehicle congestion. The 13th Amendment does not change zoning or comprehensive plan designations. These policies do not apply.

Transportation Demand Management

Policy 9.52. Outreach. Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

Policy 9.53. New development. Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

Policy 9.54. Projects and programs. Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

198. Finding. Policies 9.52 through 9.54 provide direction regarding transportation demand management. The City has created TDM financial incentive programs but has elected to only require participation in those programs for larger developments (10 or more units). The 13th Amendment does not affect existing TDM outreach programs (e.g. Smart Trips and Safe Routes to Schools) but new households that are accommodated by the increased funding for projects in the Interstate Corridor Urban Renewal Area will benefit from these programs.

Parking Management

Policy 9.55. Parking management. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

Policy 9.56. Curb Zone. Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

Policy 9.57. On-street parking. Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.58. Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

Policy 9.59. Share space and resources. Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Policy 9.60. Cost and price. Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

199. Finding: Policies 9.55 and 9.58 address parking management and off-street parking.

These policies direct us to consider mode share objectives, promote compact and walkable urban form, and encourage lower rates of car ownership. The 13th Amendment does not change these provisions, therefore these policies do not apply.

Policy 9.61. Bicycle parking. Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

200. Finding: Changes to the Bicycle Parking Code, including changes that apply to institutional uses were made in a separate ordinance that was adopted by City Council in 2019. This policy does not apply because the 13th Amendment does not include any changes to the bicycle parking regulations.

Finance, programs, and coordination

Policy 9.62. Coordination. Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

Policy 9.63. New development impacts. Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

201. Finding: The planning and comprehensive plan designations are not changing as a result of the 13th Amendment. The 13th Amendment is consistent with these policies because new development impacts are unlikely to exceed those already planned for.

Policy 9.64. Education and encouragement. Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations.

Policy 9.65. Telecommuting. Promote telecommuting and the use of communications technology to reduce travel demand.

Policy 9.66. Project and program selection criteria. Establish transportation project and program selection criteria consistent with goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals.

Policy 9.67. Funding. Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.

202. Finding: Policies 9.64 through 9.67 address the funding and management of the City's transportation system and programs and not development on private land. The 13th Amendment

does not change the system development charges for new housing units. These policies do not apply.

Connected and Automated Vehicles

Policy 9.68 New mobility priorities and outcomes. Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

9.68.a. Ensure that all new mobility vehicles and services and levels of automated vehicles advance Vision Zero by operating safely for all users, especially for vulnerable road users. Require adequate insurance coverage for operators, customers, and the public-at-large by providers of new mobility vehicles and services.

9.68.b. Ensure that new mobility vehicles and services improve active transportation and shared ride travel time reliability and system efficiency by:

1. maintaining or reducing the number of vehicle trips during peak congestion periods;
2. reducing low occupancy vehicle trips during peak congestion periods;
3. paying for use of, and impact on, Portland’s transportation system including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency; and
4. supporting and encouraging use of public transportation.

9.68.c. Cut vehicle carbon pollution by reducing low occupancy “empty miles” traveled by passenger vehicles with zero or one passengers. Prioritize vehicles and services with the least climate pollution, and electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers.

9.68.d. Make the benefits of new mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by new mobility vehicles and services. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities.

9.68.e Identify, prevent, and mitigate potential adverse impacts from new mobility vehicles and services.

Policy 9.69 New mobility tools. Use a full range of tools to ensure that new mobility vehicles and services and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

9.69.a. Maintain City authority to identify and develop appropriate data sharing requirements to inform and support safe, efficient, and effective management of the transportation system. Ensure that when new mobility vehicles and services use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, crashes and citations, with appropriate privacy controls. Ensure that private data communications devices installed in the City right of way are required to share anonymized transportation data.

9.69.b. Design and manage the mobility zone, curb/flex zone, and traffic control devices, e.g. to limit speeds to increase safety, to minimize cut-through traffic, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations;

9.69.c. Evaluate the public cost and benefit of investments in wayside communication systems serving new mobility vehicles and services.

9.69.d. Develop sustainable user-pays funding mechanisms to support new mobility vehicle infrastructure and service investments, transportation system maintenance, and efficient system management.

9.69.e. Ensure that new mobility vehicles and vehicles that connect to smart City infrastructure, and private data communications devices installed in the City right of way, help pay for infrastructure and service investments, and support system reliability and efficiency. Develop a tiered pricing structure that reflects vehicle and service impacts on the transportation system, including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.

203. Finding: Policies 9.68 and 9.69 address the management of automated vehicles and not development on private land. These policies do not apply.

Chapter 10: Land Use Designations and Zoning

Goal 10.A: Land use designations and zoning. Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code.

204. **Finding:** The 13th Amendment does not include zoning map changes. This policy does not apply.

Land use designations

Policy 10.1. Land use designations. Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.

205. **Finding:** The 13th Amendment does not include zoning map changes. This policy does not apply.

The Zoning Map and the Zoning Code

Policy 10.2. Relationship of land use designations to base zones. Apply a base zone to all land and water within the City's urban services boundary. The base zone applied must either be a zone that corresponds to the land use designation or be a zone that does not correspond but is allowed per Figure 10-1 — Corresponding and Less-Intense Zones for Each Plan Map Designation. In some situations, there are long-term or short-term obstacles to achieving the level of development intended by the land use designation (e.g., an infrastructure improvement to serve the higher level of development is planned but not yet funded). In these situations, a less intense zone (listed in Figure 10-1) may be applied. When a land use designation is amended, the zone may also have to be changed to a corresponding zone or a zone that does not correspond but is allowed.

206. **Finding:** The 13th Amendment does not include zoning changes. This policy does not apply.

Policy 10.3. Amending the Zoning Map.

10.3.a. Amending a base zone may be done legislatively or quasi-judicially.

10.3.b. When amending a base zone quasi-judicially, the amendment must be to a corresponding zone (*see Figure 10-1 — Corresponding and Allowed Zones for Each Land Use Designation*). When a designation has more than one corresponding zone, the most appropriate zone, based on the purpose of the zone and the zoning and general land uses of surrounding lands, will be applied.

10.3.c. When amending a base zone legislatively, the amendment may be to a corresponding zone or to a zone that does not correspond but is allowed (*see Figure 10-1 — Corresponding and Allowed Zones for each Land Use Designation for zones that are allowed*). A legislative Zoning Map amendment may not be to a zone that is not allowed.

207. **Finding:** The 13th Amendment does not include zoning changes. These policies do not apply.

10.3.d. An amendment to a base zone consistent with the land use designation must be approved when it is found that current public services can support the uses allowed by the zone, or that public services can be made capable by the time the development is complete. The adequacy of services is based on the proposed use and development. If a specific use and development proposal is not submitted, services must be able to support the range of uses and development allowed by the zone. For the purposes of this requirement, services include water

supply, sanitary sewage disposal, stormwater management, transportation, school district capacity (where a school facility plan exists), and police and fire protection.

208. Finding: Findings addressing water, sanitary sewage disposal, stormwater management, and school district capacity are found in findings in response to Chapter 8 policies. Findings addressing transportation systems are in response to Chapter 9 policies. The 13th Amendment does not include zoning changes. This policy does not apply.

10.3.e. An amendment to apply or remove an overlay zone or plan district may be done legislatively or quasi-judicially, and must be based on a study or plan document that identifies a specific characteristic, situation, or problem that is not adequately addressed by the base zone or other regulations.

209. Finding: The 13th Amendment does not include any changes to overlay zones or plan districts. This policy does not apply.

Policy 10.4. Amending the Zoning Code. Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

10.4.a. Promote good planning:

- Effectively and efficiently implement the Comprehensive Plan.
- Address existing and potential land use problems.
- Balance the benefits of regulations against the costs of implementation and compliance.
- Maintain Portland’s competitiveness with other jurisdictions as a location in which to live, invest, and do business.

10.4.b. Ensure good administration of land use regulations:

- Keep regulations as simple as possible.
- Use clear and objective standards wherever possible.
- Maintain consistent procedures and limit their number.
- Establish specific approval criteria for land use reviews.
- Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria.
- Emphasize administrative procedures for land use reviews.
- Avoid overlapping reviews.

10.4.c. Strive to improve the code document:

- Use clear language.
- Maintain a clear and logical organization.
- Use a format and layout that enables use of the document by lay people as well as professionals.
- Use tables and drawings to clarify and shorten the document.
- Identify and act on regulatory improvement suggestions.

210. Finding: The Zoning Code is not changed by the 13th Amendment These policies do not apply.

Part IV. Area-Specific Plans

As required by 2035 Comprehensive Plan Policy 1.19, the following area-specific plan provides additional policy direction that is relevant within the policy framework provided by the overall Comprehensive Plan.

Eliot Community Plan (adopted 1993)

The 13th Amendment contains a project located in the Eliot neighborhood: the Cultural-Business Hub at Williams and Russell Streets, which could include affordable housing.

The Albina Community Plan (ACP) includes policies and action items aimed to ensure the continued affordability in the district for homeowners and renters. Several action items were focused on preventing displacement as the neighborhood became physically upgraded, as a result of improvement funds provided by the public sector, as well as private market infusions that upgraded the housing stock and commercial buildings. Land use policies target increased densities along corridors, while maintaining the predominantly single-dwelling neighborhoods. A new implementation tool adopted with the Plan allowed for accessory dwelling units on single-dwelling zoned properties.

Policy 1, Land use included Policy B, Livable Neighborhoods, which states “Protect and improve the livability of neighborhoods within the Albina community. Direct new investment to areas that have experienced or are experiencing a loss of housing. Foster the development of complete neighborhoods that have services and retail within or conveniently near them. Promote increases in residential density without creating economic pressure for the clearance of sound housing.”

Policy E states, “Focus new development at locations along transportation corridors that offer opportunities for transit supportive development and foster the creation of good pedestrian environments.”

Policy 5, Housing states “Increase housing opportunities for current and future Albina residents by preserving and rehabilitating the existing housing stock...and building higher density housing near business centers and major transit routes.” Objectives include:

“Create a portion of the Albina Community’s housing stock as permanently affordable rental housing through nonprofit ownership” and “Seek to increase opportunities for affordable housing and reductions in displacement that might otherwise result from neighborhood stabilization and rising property values.”

211. Finding: The 13th Amendment complies with the above objectives by providing higher density and mixed use opportunities at the Williams & Russell site in a Cultural-Business Hub and creating more affordable housing opportunities in the area as more further elaborated in Findings 114 and 148.

Humboldt Community Plan (adopted 1993)

The policies of the Humboldt Community Plan are:

Policy 1: Neighborhood Livability - Improve neighborhood livability and quality of life by promoting a strong sense of community and ensuring the safety and well-being of the people and businesses of Humboldt.

Policy 2: Open Space, Parks and Community Facilities - Work towards the establishment of parks and open space in Humboldt which meet the high standards of the city-wide parks and recreation system. Promote and support all community facilities within Humboldt.

Policy 3: Housing - Preserve and enhance the quality and quantity of existing housing while promoting affordability and choice.

Policy 4: Public Safety - Enhance the safety and security of those who live and work and visit in the Humboldt Neighborhood.

Policy 5: Urban Design and Historic Preservation - Maintain a link between Humboldt's historic past and the present through the preservation of its historic development patterns and structures and through the promotion of architectural compatibility and excellence.

Policy 6: Transportation - Promote the efficient use of the transportation system while reducing traffic and environmental impacts upon the residential areas of the neighborhood.

Policy 7: Neighborhood Image - Promote a positive neighborhood image through regular participation and communication with the news media and government officials.

Policy 8: Land Use - Promote land use compatibility and efficiency in the Humboldt Neighborhood through strong citizen involvement.

212. Finding: The 13th Amendment complies with the above objectives by providing higher density and mixed use opportunities at the Williams & Russell site in a Cultural-Business Hub and creating more affordable housing opportunities in the area as more further elaborated in Findings 114 and 148.

Part V. Comprehensive Plan and Zoning Code Text Amendment Criteria

33.835.040 Approval Criteria

A. Amendments to the zoning code. Text amendments to the zoning code must be found to be consistent with the Comprehensive Plan, Urban Growth Management Functional Plan, and the Statewide Planning Goals. In addition, the amendments must be consistent with the intent or purpose statement for the base zone, overlay zone, plan district, use and development, or land division regulation where the amendment is proposed, and any plan associated with the regulations. The creation of a new plan district is subject to the approval criteria stated in 33.500.050.

213. Finding: There are not changes to the Comprehensive Plan or Zoning Code in the 13th Amendment. This section does not apply.

33.815 Conditional Uses

33.815.010 Purpose

Certain uses are conditional uses instead of being allowed outright, although they may have beneficial effects and serve important public interests. They are subject to the conditional use regulations because they may, but do not necessarily, have significant adverse effects on the environment, overburden public services, change the desired character of an area, or create major nuisances. A review of these uses is necessary due to the potential individual or cumulative impacts they may have on the surrounding area or neighborhood. The conditional use review provides an opportunity to allow the use when there are minimal impacts, to allow the use but impose mitigation measures to address identified concerns, or to deny the use if the concerns cannot be resolved.

214. Findings: There are not changes to the Comprehensive Plan or Zoning Code or conditional uses in the 13th Amendment. This section does not apply.

33.820 Conditional Use Master Plans

33.820.010 Purpose

A conditional use master plan is a plan for the future development of a use that is subject to the conditional use regulations. Expansions of the use may have impacts on surrounding neighborhoods and on public services that are better addressed through the review of the master plan than through reviewing the expansions individually over time. In addition, by creating long term plans, some impacts may be prevented that would have occurred with uncoordinated piecemeal expansions. The development of a master plan is intended to provide the surrounding neighborhoods and the City with information about, and an opportunity to comment on, the use's plans for future development. The plan also enables the operator of the use and the City to address the effects of the future development. Finally, an approved master plan is intended to ensure that the use will be allowed to develop in a manner consistent with the plan. Master plans may be completed at various levels of detail. Generally, the more specific the plan, the less review that will be required as the future uses and development are built.

215. Findings: There are not changes to the Comprehensive Plan or Zoning Code or conditional use master plans in the 13th Amendment. This section does not apply.

33.281 Schools and School Sites

33.281.010 Purpose

The City recognizes that schools have a special relationship to the community. This chapter provides regulations for schools and school sites located throughout the City's neighborhoods. The regulations acknowledge that school sites provide an important community resource and that traditionally a wide variety of activities take place at school sites. The regulations also reflect the fact that there is a constant change in uses, programs, and buildings as school districts respond to changing demographics and educational innovations. At the same time, the regulations protect surrounding uses from negative impacts by providing a forum for the review of major changes to uses or buildings.

33.281.040 Review Thresholds for Other Uses

This section states when a conditional use is required for changes to non-school uses on school sites in the OS, R, and IR zones, and the type of procedure used when a conditional use review is required.

- A. Purpose. This section allows additional conditional uses on school sites over that normally allowed by the base zones. This is in recognition of the special nature of school sites and the necessity to allow interim uses to allow school districts to maintain sites for future school uses. The additional uses are limited to uses which provide a public service and which can be accommodated on the site with minimal disruption to the site and surrounding area. Offices which can be accommodated easily on the site if adequate off-street parking is provided are also allowed.

216. Findings: There are not changes to the Comprehensive Plan or Zoning Code or on school sites in the 13th Amendment. This section does not apply.

Part VI. Comprehensive Plan Map and Zoning Map Amendment Criteria

33.810.050 Approval Criteria

B. Legislative. Amendments to the Comprehensive Plan Map which are legislative must be found to be consistent with the goals and policies of the Comprehensive Plan, Metro’s Urban Growth Management Functional Plan, the Statewide Planning Goals, and any relevant area plans adopted by the City Council.

217. Finding: There are not changes to the Comprehensive Plan or Zoning Code in the 13th Amendment. This section does not apply.

33.855.050 Approval Criteria for Base Zone Changes

An amendment to the base zone designation on the Official Zoning Maps will be approved (either quasi-judicial or legislative) if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. Compliance with the Comprehensive Plan Map. The zone change is to a corresponding zone of the Comprehensive Plan Map. When the Comprehensive Plan Map designation has more than one corresponding zone, it must be shown that the proposed zone is the most appropriate, taking into consideration the purposes or characteristics of each zone and the zoning pattern of surrounding land.

218. Finding: There are not changes to the Comprehensive Plan or Zoning Code in the 13th Amendment. This section does not apply.

219. B. Adequate public services.

1. Adequacy of services applies only to the specific zone change site.
2. Adequacy of services is determined based on performance standards established by the service bureaus. The burden of proof is on the applicant to provide the necessary analysis. Factors to consider include the projected service demands of the site, the ability of the existing and proposed public services to accommodate those demand numbers, and the characteristics of the site and development proposal, if any.
 - a. Public services for water supply, and capacity, and police and fire protection are capable of supporting the uses allowed by the zone or will be capable by the time development is complete.
 - b. Proposed sanitary waste disposal and stormwater disposal systems are or will be made acceptable to the Bureau of Environmental Services. Performance standards must be applied to the specific site design. Limitations on development level, mitigation measures or discharge restrictions may be necessary in order to assure these services are adequate.
 - c. Public services for transportation system facilities are capable of supporting the uses allowed by the zone or will be capable by the time development is complete. Transportation capacity must be capable of supporting the uses allowed by the zone by the time development is complete, and in the planning period defined by the Oregon Transportation

Rule, which is 20 years from the date the Transportation System Plan was adopted. Limitations on development level or mitigation measures may be necessary in order to assure transportation services are adequate.

- d. The school district within which the site is located has adequate enrollment capacity to accommodate any projected increase in student population over the number that would result from development in the existing zone. This criterion applies only to sites that are within a school district that has an adopted school facility plan that has been acknowledged by the City of Portland.

220. Finding: There are not changes to the Comprehensive Plan or Zoning Code in the 13th Amendment. This section does not apply.

33.855.060 Approval Criteria for Other Changes

In addition to the base zones and Comprehensive Plan designations, the Zoning Map also shows overlay zones. An amendment will be approved (either quasi-judicial or legislative) if the review body finds that all of the following approval criteria are met:

- A. Where a designation is proposed to be added, the designation must be shown to be needed to address a specific situation. When a designation is proposed to be removed, it must be shown that the reason for applying the designation no longer exists or has been addressed through other means;

221. Finding: There are not changes to the Comprehensive Plan or Zoning Code in the 13th Amendment. This section does not apply.

- B. The addition or removal is consistent with the purpose and adoption criteria of the regulation and any applicable goals and policies of the Comprehensive Plan and any area plans; and

222. Finding: here are not changes to the Comprehensive Plan or Zoning Code in the 13th Amendment. This section does not apply.

In the Marquam Hill plan district, relocation of a scenic viewpoint must be shown to result in a net benefit to the public, taking into consideration such factors as public access, the quality of the view, the breadth of the view, and the public amenities that are or will be available.

223. Finding: There are no changes to scenic viewpoints as a result of the 13th Amendment. This criterion does not apply.

- END -

Portland Central City Plan

Central City Goals

GOAL 1.A: Portland’s Central City is the preeminent regional center for commerce and employment, arts and culture, entertainment, tourism, education and government.

GOAL 1.B: The Central City is economically competitive, especially relative to West Coast and regional markets, with robust and expanding business and development activity.

GOAL 1.C: Portland’s Central City is a national leader for innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship and civic engagement.

GOAL 1.D: The experience of the Central City’s urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.

224. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area. The Central City Goals do not apply.

Central City Policies

CIVIC AND CULTURAL CENTER

Portland’s City Center contains a broad array of institutions, venues, cultural assets, historic resources and the Willamette River, making it the heart of the region’s civic and cultural life. Policies in this section support the role of the Central City as the civic and cultural center of the region, serving all Portlanders.

POLICY 1.1 **Regional image.** Strengthen the roles of the Central City and Willamette River in enhancing a positive image for the city, region and state.

POLICY 1.2 **Center of higher education.** Support the ability of major universities and other higher education institutions to strengthen the Central City as a center of learning, business and innovation.

POLICY 1.3 **Center of urban innovation.** Strengthen the role and stature of the Central City as a laboratory and showcase for innovative urban development and as a regional leader in the development of businesses related to clean technology, green practices and design, and resource conservation.

POLICY 1.4 **Tourism, retail and entertainment.** Expand upon activities in the Central City that support tourism and complement economic success, vibrancy, and livability, with a special focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.

See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE,SW,UD

POLICY 1.5 Destination Willamette River. Enhance the riverfront as a destination by encouraging shops; restaurants; art; cultural, historic, ecological and maritime attractions; and recreation. Support opportunities and amenities for river tours, river transit and regional cruises to and from the riverfront.

225. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

ECONOMIC VITALITY

The Central City is home to professional service industries that support the entire region a growing number of colleges and universities and a manufacturing base that hosts a number of emerging business sectors. Policies in this section support the continued economic vitality of the Central City, Portland and the region.

POLICY 1.6 Traded sector growth. Enhance business development efforts and assistance for targeted industry clusters and high growth sector companies.

POLICY 1.7 Entrepreneurship and business innovation. Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and supporting economic development strategies and programs that facilitate economic growth in the Central City.

POLICY 1.8 Innovation Quadrant. Capitalize upon the physical connections created by the Tilikum Crossing to connect Central Eastside industries with westside institutional assets such as Oregon Health Science University (OHSU) and Portland State University (PSU). Facilitate the growth of traditional and emerging industries in service to the Innovation Quadrant and encourage venues such as the Oregon Museum of Science and Industry (OMSI) to showcase the diversity of research, economic development, and educational activities occurring within the quadrant.

Encourage a range of businesses from start-up firms to corporate headquarters, with particular focus on knowledge-based industries such as technology and research and development, to locate in the area (see Regional Center map on page 34).

- POLICY 1.9 Equity and the economy.** Support greater access to and expansion of economic opportunities in the Central City for all groups facing longstanding disparities, including education, housing and employment so that they can achieve an equitable allocation of the benefits of development and economic prosperity. Accomplish this through land use tools (e.g., FAR bonuses and transfers) and/ or other programs.
- POLICY 1.10 Next generation industrial/employment sanctuaries.** Foster the long-term success of Central City industrial districts and the continuation of these areas as prime locations for investment and new industrial businesses, while supporting their evolution into places with a broader mix of businesses, living-wage jobs, and higher employment densities.
- See district policies section for related policies in: LA, CE
- POLICY 1.11 Commercial affordability.** Support efforts to make the Central City a competitive location for development and business location and operation.
- POLICY 1.12 Day laborer organization and education.** Continue efforts and initiatives within the Central City that organize and centralize day laborer services that can provide for worker rights education, outreach, and protect the rights of laborers.
- POLICY 1.13 Surface parking.** Support strategies and tools to encourage the redevelopment of surface parking lots. Discourage the development of new surface parking and ensure buildings will not be demolished to provide surface parking.
- See district policies section for related policies in: WE, GH, OT
- POLICY 1.14 Flexible building design.** Encourage flexible building design and construction, including structured parking, that allows buildings to be repurposed and accommodate a variety of uses in the future.

226. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

DISTRICT POLICIES: REGIONAL CENTER

This section contains Regional Center policies specific to a particular Central City district.

Downtown

West End

Goose Hollow

The Pearl

Old Town/Chinatown

Lower Albina

POLICY 1.LA-1 Next generation industrial/employment sanctuaries. Diversify the range of employment activities allowed in the area east of the Union Pacific railroad and near the MAX station.

POLICY 1.LA-2 Incubator. Support existing businesses and foster the district as an industrial and employment incubator.

POLICY 1.LA-3 Russell Street vitality. Support the urban vibrancy of Russell Street and its unique blend of working daytime industrial activity with compatible nighttime restaurant and entertainment activity.

227. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

2. HOUSING AND NEIGHBORHOODS

When the last Central City Plan was developed nearly 30 years ago, there were relatively few people living in Portland's Central City. Today, it has become the fastest growing area in the city. The following policies encourage a broad range of housing types that are accessible for households at all income levels, near Central City jobs and situated within complete neighborhoods that include a variety of amenities, including public spaces.

CENTRAL CITY GOALS

GOAL 2.A: The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities.

GOAL 2.B: The Central City's affordable housing supply maintains and supports the area's growing racial, ethnic and economic diversity.

GOAL 2.C: Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.

228. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

Neighborhood Livability

A livable Central City is a dense, compact, connected network of unique neighborhoods that are inclusive, vibrant, accessible, healthy and safe. These policies support Central City livability.

POLICY 2.1 Complete neighborhoods. Ensure Central City neighborhoods have access to essential public services, including parks, open space and recreation opportunities, senior centers community centers and spaces, family serving amenities such as public schools, urban

canopy, grocery stores and other neighborhood-serving retail and commercial services that support sustainable and diverse community structure.

See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE, SW, UD

- POLICY 2.2** **Promote healthy active living.** Design Central City neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation and the density of development needed to support these economically.
- POLICY 2.3** **Social services.** Support development of social services facilities that are responsive to the needs of vulnerable members of the Portland community.
- See district policies section for related policies in: WE, PL, OT
- POLICY 2.4** **Safe and secure Central City.** Maintain adequate public safety and security services and reduce sources of conflict and nuisance crime through design, regulation and management.
- POLICY 2.5** **Mixed-use compatibility.** Promote design solutions and construction techniques to ensure that new development is compatible with existing uses, taking into account noise and other pre-existing conditions.
- POLICY 2.6** **Conflict reduction strategies.** Expand ongoing strategies and programs that reduce potential conflicts between special needs populations and other Central City residents, employees, visitors and businesses.
- POLICY 2.7** **Reconnecting neighborhoods across infrastructure.** Develop and implement strategies to lessen the impact of freeways and other transportation systems on neighborhood continuity including capping, burying or other innovative approaches.
- POLICY 2.8** **Family-compatible housing.** Encourage the development of housing projects and units that are compatible with the needs of families with children.
- POLICY 2.9** **Family supportive services.** Provide and create access to public schools, parks, daycare facilities, playgrounds, community centers, libraries, and other essential services needed to sustain families in the Central City.

229. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

Housing affordability

Many households in the city have to spend significantly more than the recommended 30 percent of their income on housing. More and more households are falling into this category because of steep increases in home prices and a tight rental market. Policies in this section support housing affordability in the Central City.

POLICY 2.10 Minimize displacement. Maintain the economic and cultural diversity of established communities in and around the Central City. Utilize investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development in the Central City and close-in neighborhoods.

POLICY 2.11 Housing diversity. Create attractive, dense, high-quality affordable housing throughout the Central City that accommodates a broad range of needs, preferences, and financial capability in terms of different types, tenures, sizes, costs and locations. Support new housing opportunities for students, families and older adults.

See district policies section for related policies in: DT, WE, GH, PL, OT, LD, SW, UD

POLICY 2.12 Housing affordability. Encourage the preservation and production of affordable housing to take advantage of the Central City's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

POLICY 2.13 Housing affordability targets.

a. Low income. Continue to develop new affordable housing so that approximately 30 percent of the Central City's total housing is affordable to households in the 0-80 percent MFI bracket.

b. No Net Loss. In accordance with the City's 2001 No Net Loss policy, retain at least the number, type and affordability levels of Central City housing units for households in the 0-60 percent MFI bracket, through preservation or replacement, as existed in 2001.

POLICY 2.14 Public investment in affordable housing. For public affordable housing resources, prioritize funding for housing programs and investment to meet the unmet needs of extremely low and very low-income households (0-50 percent MFI).

POLICY 2.15 Transitional housing and services. Provide housing and services that directly assist at-risk populations and allow people to transition to more stable living conditions.

230. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

DISTRICT POLICIES: HOUSING AND NEIGHBORHOODS

(None for Lower Albina)

231. Finding: There are no housing and neighborhood policies for Lower Albina. The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

3. TRANSPORTATION

As the Central City grows over the next 20 years, the efficiency and safety of the transportation network must be maximized, emphasizing walking, bicycling and transit use. Improvements will be needed to keep people walking and cycling safely and comfortably to and through the Central City. Efficient transportation of freight within and through the Central City is important to support local and regional business growth. Parking will remain important to the local economy, so the management of parking should allow flexibility to optimize use of the limited supply and balance the need for parking with other uses of the right of way. Transportation goals and policies address these priorities.

CENTRAL CITY GOALS

Goal 3.A: The Central City has a safe, affordable, efficient and accessible transportation system that prioritizes walking, bicycling and transit, supports growth and reinforces the role of the Central City as the region’s high density center

CENTRAL CITY POLICIES: TRANSPORTATION

232. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the ICURA that are outside of the Central City Plan Area. There are no transportation projects in the ICURA Amendment. This goal does not apply.

Lower Albina

Policy 3.LA-1 Optimized street network. Improve connections to adjacent areas, including the Rose Quarter, the Vancouver/Williams Corridor and Mississippi Avenue.

Improve pedestrian connections to Interstate MAX and bus service to enhance access to employment opportunities in the area.

Policy 3.LA-2 Freight system. Emphasize freight movement and improve access from industrial areas to the regional freeway system while maintaining and improving the safety, efficiency and convenience of the transportation system for all modes.

Policy 3.LA-3 Rail and marine. Preserve rail and inter-modal access to the Albina Rail Yards, marine freight facilities and local industries.

233. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. There are no transportation projects in the 13th Amendment. These policies do not apply.

4. WILLAMETTE RIVER

More than any other feature in the regional landscape, the Willamette River has influenced human settlement patterns in what is now Portland. The extremely high usage of public riverfront spaces like Governor Tom McCall Waterfront Park and the Vera Katz Eastbank Esplanade speak to the public's desire to activate the riverfront as a vital Central City feature. As the city developed, docks, sea walls, buildings, roads and bridges were constructed in the riverfront area that greatly altered its natural function and habitat. Improvements are needed to restore the physical, social, environmental, economic and historical connections to the Willamette River. Priorities include more river-related commerce; increased opportunities for riverfront and river-based recreation and transit; and identification of how and where to best protect and enhance critical habitat to restore river health. The Willamette River goals and policies support these priorities.

CENTRAL CITY GOALS

GOAL 4.A: The Willamette River plays a significant role in the environmental health, economy, recreation, urban form and character of the Central City.

GOAL 4.B: The Willamette River is healthy and supports fish, wildlife and people.

GOAL 4.C: The Willamette River and adjacent public areas are accessible and connected.

CENTRAL CITY POLICIES: WILLAMETTE RIVER

NONE APPLY – no projects relating to the Willamette River

Lower Albina

POLICY 4.LA-1 Working harbor. Protect the Lower Albina working harbor and support river-dependent uses.

234. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. There are no projects that will impact the Willamette River in the 13th Amendment so this policy is inapplicable.

45. URBAN DESIGN

The practice of urban design involves the physical features of both the built and natural environments that define the character of a place. It can be thought of as the art of making places for people to thrive. Urban design works at a variety of scales. It includes everything from urban form of the entire city down to the design of buildings, streets and the public realm, parks and open spaces, and historic districts.

CENTRAL CITY GOALS

- GOAL 5.A:** The Willamette River is the Central City’s defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, encourages east-west access and orientation and supports a range of river uses.
- GOAL 5.B:** The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.
- GOAL 5.C:** The Central City’s public realm is characterized by human- scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.

235. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

CENTRAL CITY POLICIES: URBAN DESIGN

Context and Form

These policies address the context and form of the Central City as the most densely developed area in the region, a place where large numbers of people live, work and visit, as well as how it relates to the region, its surrounding neighborhoods and the natural landscape.

- POLICY 5.1** **Experimentation and innovation.** Support the design of new places and uses, both permanent and temporary that promote innovation, experimentation and exchange in the Central City.
- POLICY 5.2** **Central, connected Willamette River.** Create a network of open space and tree canopy corridors to make ecological and design connections to the river.
- POLICY 5.3** **Dynamic skyline.** Encourage the tallest buildings to locate adjacent to transit hubs and corridors, generally stepping down in height to the Willamette River. Allow taller buildings at bridgeheads and encourage contextually sensitive heights within historic districts. Encourage heights and building forms that preserve sunlight on public open spaces and parks.
- POLICY 5.4** **Scenic Resources.** Protect public views of key landmarks and scenic resources (Vista Bridge, Union Station, Mt. Hood, Willamette River bridges) which define the Central City, help with wayfinding, and connect residents, employees and visitors to Portland’s varied and unique landscape.
- POLICY 5.5** **Large site development.** Encourage redevelopment of large sites that includes new compatible uses, green buildings and equity considerations, scenic resource preservation, new pedestrian connections through the site, strong street presence, green infrastructure, and new open space amenities.
- POLICY 5.6** **Distinct and vibrant districts.** Enhance the existing character and diversity of the Central City and its districts, strengthening existing places and fostering the creation of new urban places and experiences.
- POLICY 5.7** **Neighborhood transitions.** Establish transitions between the Central City’s denser, taller and more commercial and industrial land uses and adjacent neighborhoods, while highlighting key gateway locations.

236. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

Connected Public Realm

These policies support a more intentional approach to the design, function, connectivity and character that define the Central City’s public realm.

POLICY 5.8 Public realm. Enhance the character and function of the public realm through design standards, guidelines, amenities and land uses that activate the pedestrian environment and encourage community gathering.

POLICY 5.9 Wayfinding. Develop wayfinding strategies and tools that allow residents, employees, visitors and customers to navigate the Central City and locate key attractions, businesses, institutions, the riverfront and other destinations in a safe, intuitive and enjoyable manner.

POLICY 5.10 Street hierarchy and development character. Establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible.

POLICY 5.11 Regional corridors and connections. Promote the presence, character and role of physical and visual corridors such as trails, transit lines, streets and scenic corridors, helping to bridge neighborhoods across physical and psychological barriers.

POLICY 5.12 “Green Loop” concept. Create a “Green Loop” that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections. Enhance connections to the “Green Loop” alignment on key corridors throughout the Central City to improve access, create activity nodes and support neighborhood attractions and economic development.

POLICY 5.13 MAX-Portland Streetcar interchanges. Create supportive environments for transit connections that occur where MAX light rail lines cross Portland Streetcar lines in the West End, Lloyd and the Central Eastside.

POLICY 5.14 Streetcar lines. Require active uses near Portland Streetcar stations and limit auto- oriented development.

POLICY 5.15 Limit auto-oriented development. Prohibit drive-throughs with new development.

237. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. There are no transportation projects in the 13th Amendment. These policies do not apply.

Parks and Open Space

These policies support enhancements to existing open spaces and expansion of the Central City's parks and open space network.

- POLICY 5.16 Signature open spaces.** Enhance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative, respite and ecological functions to serve an increasingly diverse population of residents, workers and visitors.
- POLICY 5.17 Open space network.** Beyond signature open spaces, acquire new parks and open spaces and expand opportunities in existing parks and open spaces to meet the needs of Central City residents, workers and visitors for both passive and active recreation, especially in areas zoned for high density, mixed use development. Enhance the network by improving connections among parks, open spaces, and the riverfront. Encourage the provision of publicly accessible private plazas and pocket parks with new development.

See district policies section for related policies in: DT, WE, GH, PL, LD, CE, SW, UD; see Governor Tom McCall Waterfront Park policies in Willamette River, Downtown district section

238. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. There are no parks or open space projects in the 13th Amendment. These policies do not apply.

Historic Preservation

The Central City is rich with designated historic landmarks and historic districts that help create a sense of place, contribute to neighborhood character and recognize Portland's history. These policies support the protection and preservation of historic and culturally significant resources in the city as it continues to grow and change.

- POLICY 5.18 Rehabilitation and reuse.** Encourage the use, preservation, and rehabilitation of historic buildings.
- POLICY 5.19 Historic resources and districts.** Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.
- POLICY 5.20 Preservation incentives.** Provide financial and regulatory incentives that support the economic feasibility of the preservation, rehabilitation and seismic upgrade of historic resources.

239. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate

Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

DISTRICT POLICIES: URBAN DESIGN

This section contains Urban Design policies specific to a particular Central City district.

Lower Albina

POLICY 5.LA-1 Russell Street. Strengthen the character of Russell Street and reestablish the historic connection between Lower Albina and the Vancouver/Williams Corridor by encouraging new mixed uses, rehabilitated buildings and a nighttime orientation.

POLICY 5.LA-2 Industrial character. Preserve the industrial character and functionality of the Lower Albina industrial area.

POLICY 5.LA-3 Street hierarchy and development character. Support the retail/commercial character of NE Russell; the boulevard character of Interstate Avenue; and the flexible character of the “strand” connection.

POLICY 5.LA-4 Historic resources and districts. Encourage the preservation, rehabilitation and celebration of historic structures in Lower Albina, including those in the Russell Street Conservation District and culturally significant African- American resources identified in the Cornerstones of Community Inventory.

240. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

6. HEALTH AND ENVIRONMENT

CENTRAL CITY POLICIES: HEALTH AND ENVIRONMENT

Resilience

These policies support the Central City’s ability to prepare for and respond to natural hazards and disasters. They create strategies that mitigate and adapt to climate change.

POLICY 6.1 Natural hazard resilience. Encourage planning, design and education in the Central City to help prevent or minimize the impacts of natural hazards such as earthquakes, floods and other hazards identified in the citywide Natural Hazard Mitigation Plan.

a. New development. Encourage approaches to reduce future natural hazard risks and impacts when planning for or evaluating the location and design of new development.

b. Retrofitting. Encourage the retrofitting of buildings and infrastructure to withstand natural hazards. Prioritize the seismic retrofitting of unreinforced masonry buildings while preserving their architectural character. Support Multnomah County’s efforts to seismically retrofit Central City bridges, recognizing the Burnside Bridge as the regionally-designated priority.

c. Preparedness. Support Central City residents’ and businesses’ efforts to prepare for natural hazards. Ensure the Central City’s most vulnerable populations are included in these efforts.

d. Code review. Monitor relevant codes to incorporate current knowledge and standards for seismic design and flood protection.

POLICY 6.2 **Climate change resilience.** Support planning, service system upgrades, and infrastructure in the Central City to anticipate, respond to, and reduce the risks and adverse impacts associated with evolving climate change conditions.

a. Flooding. Adapt to changes in hydrology, including future river levels, changes in flood frequency and duration, and changes in stormwater runoff rates.

b. Heat island. Encourage site designs, building designs and vegetation that reduce the adverse impacts of urban heat islands on public health and safety, especially those affecting more vulnerable communities.

c. Fish and wildlife habitat. Improve the quality, diversity, connectivity, safety, and accessibility of terrestrial and aquatic wildlife habitat areas.

POLICY 6.3 **Multiple functions.** Encourage green infrastructure, parks, open space, and recreation opportunities in the Central City that serve multiple functions to provide capacity during flood event, improve stormwater management, reduce heat island effects, create pockets of fish and wildlife refuge, and provide places of respite and recreation for employees, residents and visitors.

POLICY 6.4 **Green infrastructure.** Increase the use of trees, ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce heat island effects, improve air and water quality and create habitat for birds and pollinators.

a. Separated storm systems. Promote green infrastructure enhancements within the separated stormwater system to improve water quality in the Willamette River and at riverfront recreation areas.

b. Ecoroof. Support progress toward Central City ecoroof coverage targets.

POLICY 6.5 **Flood ready development.** Reduce risks of flooding on existing and new buildings, transportation system and infrastructure.

- 1) **Impervious surface retrofits.** Enhance flood capacity within the developed floodplain by retrofitting impervious surfaces with pervious surfaces and landscaping.
- 2) **Flood capacity.** Improve flood capacity by reducing development impacts and requiring mitigation for fill within the 100-year floodplain.
- 3) **Building design.** Encourage innovated building design along the Willamette River and in the 100-year floodplain to allow for ground floor flooding.

241. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

Health

These policies support the health and livability of the Central City environment, for all its inhabitants and visitors.

- POLICY 6.6** **Human health.** Encourage the use of active modes of transportation by creating and enhancing a network of bike and pedestrian facilities that provide access to services and destinations including natural areas. Improve access for all people to locally grown and healthy foods. Encourage the use of building construction methods, materials, products and best practices in lighting design that do not have harmful effects on human health and the environment. Encourage social health by fostering community in a hospitable public realm.
- POLICY 6.7** **Light, Noise and Vibration Pollution.** Encourage land use patterns, building design and landscape to limit and mitigate negative impacts of lighting, noise and vibration on public health and safety, disruption of ecosystems, and hazards to wildlife.
- POLICY 6.8** **Upland habitat connections.** Create an upland wildlife habitat corridor using trees, native vegetation in landscaping, public open spaces ecoroofs, and bird safe building design and practices that provide a safe, functional connection for avian and pollinator species between the West Hills, Mt. Tabor, Powell Butte, Rocky Butte and the Willamette River.
- POLICY 6.9** **Strategic tree canopy enhancement.** Plant trees on tax lots, in parks and public spaces, and along rights-of-way, throughout the Central City to meet urban forestry and other Central City goals and guiding principles including resiliency, human and environmental health, livability, equity, and active transportation.
- a. **Tree priorities.** Encourage planting and preservation of large, healthy non- nuisance trees, native trees, and climate change-resilient trees.
 - b. **Tree Diversity.** Improve tree species and age diversity throughout the Central City.
 - c. **Heritage trees.** Encourage the protection of designated Heritage and Landmark Trees.

d. Tree Canopy. Support progress toward meeting Central City tree canopy targets. See district policies section for related policies in: CE

POLICY 6.10 Effective tree planting. Optimize tree planting opportunities and conditions throughout the Central City.

- a. Tree size.** Require that trees planted along rights-of-way are as large as is appropriate for the planting space.
- b. Soil volume.** Encourage the provision of increased subsurface soil volumes to improve tree health and increase tree canopy coverage, especially in conjunction with development and infrastructure improvement project design and construction.
- c. Tree accommodation.** Encourage wider sidewalk corridor furnishing zones and other right-of-way design elements (e.g., medians, bulb-outs) to facilitate planting and accommodation of larger canopy tree species.
- d. Innovative design.** Encourage innovative design strategies that accommodate existing healthy non-nuisance trees on site and incorporate new trees on sites and buildings. Trees on buildings may be placed on balconies and podium roof decks, planted in conjunction with an ecoroof, or in other locations.

242. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

Building, infrastructure and site development

These policies support environmentally friendly, energy efficient development, pushing Portland's Central City forward as a leader in sustainable urban development.

POLICY 6.11 Buildings and energy. Increase the energy efficiency of buildings, the use of onsite renewable energy systems, and the development of low-carbon district energy systems. Conserve resources by encouraging the reuse of existing building stock, salvaging architectural elements when demolition is necessary and recycling materials from construction and demolition.

POLICY 6.12 City investment in street trees. Invest in street trees as a valuable public infrastructure asset.

Multiple benefits. Plant street trees to provide multiple benefits, including stormwater management, quality pedestrian environment, reduction in urban heat island, and wildlife habitat.

- a. Maintenance.** Support innovative approaches, including public/private partnerships, to ensure adequate long-term maintenance of street trees to address tree-related

concerns such as sidewalk repair.

POLICY 6.13 Bird and wildlife-safe development. Encourage bird-friendly building and lighting design and management practices, to reduce hazards to resident and migrating birds, fish and other wildlife species.

POLICY 6.14 Low-carbon development. Reduce carbon emissions from existing and new buildings, transportation systems and infrastructure.

- a. Healthy retrofits. Support retrofits to existing buildings to reduce energy use and improve indoor air quality.
- b. Green building. Encourage high-performance new buildings that meet the energy targets of the Architecture 2030 Challenge and 2015 Climate Action Plan, including net-zero energy use in all new buildings by 2030.
- c. High performance areas. Encourage “high performance areas” that conserve energy and water; use renewable energy sources; reduce waste and recycle; manage stormwater; improve occupant health; and enhance the character of the neighborhood, particularly in areas with large amounts of planned new development or redevelopment.
- d. Solar energy. Encourage the installation of on-site solar photovoltaic systems.
- e. Clean district energy. Enable the expansion and establishment of district energy systems that reduce carbon emissions.
- f. Low-carbon transportation. Reduce carbon emissions from transportation systems, including supporting electric vehicle infrastructure.
- g. Carbon sequestration. Support the use of green infrastructure to increase carbon sequestration and reduce energy needed to cool buildings in summer.

243. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

DISTRICT POLICIES: HEALTH AND ENVIRONMENT

This section contains Health and Environment policies specific to a particular Central City district.

244. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

THE DISTRICTS - VISION (not goals and policies)

Lower Albina

Lower Albina is primarily an industrial district, with a working harbor area, an important living-wage job base and a small mixed use historic area along N Russell Street. Freight movement by trucks and trains is an important part of the economic well-being of Lower Albina. The access route to I-5 South and I-84 is NE Broadway to the Wheeler on-ramp. Interstate Avenue is the major north/south arterial in Lower Albina and is used for automobiles, trucks, light rail, transit, bicycles and pedestrians.

Russell Street is the main east-west connection. Interstate Avenue is the most important north-south multimodal connection, with light rail, bicycle facilities and motor vehicle access to north Portland. The nearby Union Pacific rail yard is classified as a Freight District. Planning efforts from the last few decades in Lower Albina have focused on retaining and enhancing the industrial and employment functions of the district.

245. Finding: The 13th Amendment will impact properties that are outside of the Central City Plan area, directly east of the Lower Albina Area and throughout other portions of the Interstate Corridor Urban Renewal Area that are outside of the Central City Plan Area. These policies do not apply.

The Albina Community Plan was adopted by City Council on September 30, 1993, as part of Portland's Comprehensive Plan. The Albina Community Plan articulates a detailed vision for the revitalization of north and northeast Portland. The Interstate Corridor Urban Renewal Plan expressly provides in General Principle 5 that, "The Albina Community Plan and its associated neighborhood plans, adopted by City Council in 1993, will serve as the cornerstone for the Interstate Corridor Urban Renewal Plan. Specifically, the Albina Community Plan will be the framework plan for the° urban renewal area." The Interstate Corridor Urban Renewal Plan conforms to the following applicable provision of the Albina Community Plan for the reasons stated in the citywide findings above. Whenever the Albina Community Plan establishes a numeric objective that is not contained in the citywide plan, a supplemental finding is provided below:

Albina Land Use Policy A: General Land Use

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

246. Finding: The funding from the 13th Amendment will go towards housing and community economic development, adding residents to the area and contributing to neighborhood businesses that will reduce the dependence on the automobile. The 13th Amendment complies with this policy.

Albina Land Use Policy B: Livable Neighborhoods

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

247. Finding: The 13th Amendment complies with this policy as the projects to be funded through the amendment call for investment that will increase the supply of affordable housing and commercial development that serves the community. The 13th Amendment complies with this policy.

Albina Land Use Policy C: A Pattern of Green

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

248. Finding: The funding from the 13th Amendment will go towards housing and community economic development. This policy is not applicable to the 13th Amendment.

Albina Land Use Policy D: Economic Development

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

249. Finding: The 13th Amendment supports this policy, because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in economic development and jobs to strengthen existing businesses and assist residents in meeting jobs needs. The 13th Amendment complies with this policy.

Albina Land Use Policy E: Transit Supportive Land Use

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

250. Finding: The 13th Amendment supports this policy as the development of affordable housing will be higher density uses and will be near the Interstate light rail line and Tri Met bus lines. The 13th Amendment complies with this policy.

Albina Transportation Policy

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

251. Finding: The funding from the 13th Amendment will go towards housing and community economic development that will optimize the investment in the light rail system by providing increased density which may use the system. The 13th Amendment complies with this policy.

Albina Business Growth and Development, General Policy

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

252. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will stimulate investment and job creation and expand and diversify the area's commercial employment base. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy.

Albina Business Investment and Development, Policy A

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

253. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will stimulate investment and job creation and expand and diversify the area's commercial employment base. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy.

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

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

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

Albina Business Investment and Development, Policy A, Objective 10

Create business incentive programs and resources which foster start-up firms and expansion in targeted industries.

254. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will nurture and promote entrepreneurship, micro-business growth, and business expansion for emerging small businesses and enterprises owned by minorities. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with Policy A, Objectives 7-10.

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

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

255. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will enhance neighborhood livability. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy.

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

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

256. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will use public resources to stimulate the creation of new sources of household income and family-wage employment for community residents. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy.

Albina Jobs and Employment Policy

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

257. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will use public resources to encourage small business growth by Blacks and other people of color in the area. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy

Albina Jobs and Employment Policy, Objective 1

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

Albina Jobs and Employment Policy, Objective 2

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

Albina Jobs and Employment Policy, Objective 3

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

Albina Jobs and Employment Policy, Objective 4

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

Albina Jobs and Employment Policy, Objective 5

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

Albina Jobs and Employment Policy, Objective 6

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

Albina Jobs and Employment Policy, Objective 7

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

Albina Jobs and Employment Policy, Objective 8

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

Albina Jobs and Employment Policy, Objective 9

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

Albina Jobs and Employment Policy, Objective 10

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

Albina Jobs and Employment Policy, Objective 12

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

Albina Jobs and Employment Policy, Objective 13

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

258. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy and objectives 1-13.

Albina Jobs and Employment Policy, Objective 14

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

259. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 148. The North/Northeast Community Development Initiative guides the projects in the urban renewal area

and there is a Project Working Group established to specifically guide the Williams & Russell project. The 13th Amendment complies with this policy.

Albina Housing Policy

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

260. Finding: Seventy percent of the funding from the 13th Amendment will go towards affordable housing as detailed in Finding 114. The 13th Amendment complies with this policy.

Albina Housing Policy, Objective 1

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

Albina Housing Policy, Objective 2

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

261. Finding: Seventy percent of the funding from the 13th Amendment will go towards affordable housing as detailed in Finding 114. This will add to the number new housing units in the Albina Community Plan Study Area. The 13th Amendment complies with these policies and Objectives 1 and 2.

Albina Community Image and Character, General Policy

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

262. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy.

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

263. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 148. Art could be included as a component of the Williams & Russell project if determined through the negotiations with the future developer. The 13th Amendment complies with this policy.

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

264. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 148. The Williams & Russell project can be developed to enhance the visual and physical connections of this Area to the city. The 13th Amendment complies with this policy.

Albina Community Image and Character, Policy C: Historic Preservation

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

265. Finding: The funding from the 13th Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 148. The 13th Amendment complies with this policy.

Albina Neighborhood Plans

The following neighborhood plans were adopted as part of the Albina Community Plan by Portland City Council on the dates listed below. The Eliot Neighborhood Plan and the Humboldt Neighborhood Plan are pertinent to the 13th Amendment as one of the projects is located in each area. Findings for these are located earlier in this Finding of Fact in Section IV Area-Specific Plans.

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

266. Finding: The 13th Amendment complies with the Neighborhood Plans adopted as part of the Albina Community Plan. The Eliot Neighborhood Plan is reviewed in Finding 213 and the Humboldt Neighborhood Plan is reviewed in Finding 214.

REPORT ON THE AMENDED AND RESTATED INTERSTATE CORRIDOR URBAN RENEWAL PLAN 2021

Prepared by Elaine Howard Consulting, LLC
in conjunction with the Prosper Portland
and the Portland Office of Management and Finance

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I. INTRODUCTION

Prosper Portland (then called the Portland Development Commission, the City of Portland’s urban renewal agency) adopted the Interstate Corridor Urban Renewal Plan (Plan), in accordance with Chapter 457 of the Oregon Revised Statutes (ORS) on August 16, 2000. The Plan has been previously amended twelve times. The Amended and Restated Interstate Corridor Urban Renewal Plan 2021 makes changes to the Plan, which changes are referred to or identified in this Report for convenience as the “13th Amendment.” In addition, the Amended and Restated Interstate Corridor Urban Renewal Plan 2021 amends and restates the Plan in its entirety, incorporating and subsuming all prior versions of the Plan, which prior versions are of no further force and effect to the extent absent from the 2021 Amended and Restated Plan.

13th AMENDMENT

This Report provides technical information to support the 13th Amendment and the Amended and Restated Interstate Corridor Urban Renewal Plan 2021 (which incorporates the changes made by the 13th Amendment). ORS 457.220 (2) requires that any substantial change made in an urban renewal plan shall, before being carried out, be approved and recorded in the same manner as the original plan. The required elements of a Report for an original plan are set forth in ORS 457.085 (3), subsections (a) through (i), as stated below:

- (a) A description of physical, social, and economic conditions in the urban renewal areas of the plan and the expected impact, including the fiscal impact, of the plan in light of added services or increased population;
- (b) Reasons for selection of each urban renewal area in the plan;
- (c) The relationship between each project to be undertaken under the plan and the existing conditions in the urban renewal area;
- (d) The estimated total cost of each project and the sources of moneys to pay such costs;
- (e) The anticipated completion date for each project;
- (f) The estimated amount of money required in each urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- (g) A financial analysis of the plan with sufficient information to determine feasibility;
- (h) A fiscal impact statement that estimates the impact of the tax increment financing, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and
- (i) A relocation report.

The balance of this Report addresses the requirements of ORS 457. In addition, this Report addresses compliance with the requirements of ORS 457.420 (2)(a), which sets limits on the amount of land area and assessed value within a jurisdiction that may be included within urban renewal areas.

II. A DESCRIPTION OF PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS IN URBAN RENEWAL AREA

The Interstate Corridor Urban Renewal Area is shown in Figure 1. The map incorporates amendments 8-12 which were completed prior to this amendment. No property changes are made in this 13th Amendment.

Figure 1 – Interstate Corridor Urban Renewal Area



Source: Prosper Portland GIS

A. Physical Conditions

The Interstate Corridor Urban Renewal Area (Area) contains a total of 3,995.39 acres, 2,842.34 acres in parcels and 1,253.05 acres in rights of way.

1. Land Uses

The land uses, as identified by the Multnomah County Assessor, are shown in Table 1. The most prevalent land use is Commercial/Local Industrial (44%). Residential uses account for 41% of the uses in the Area.

Table 1 - Land Use

Land Use	Acreage	Percent of Total Acreage
Commercial/Local Industrial	1,245.79	43.83%
Residential	1,165.56	41.01%
Multi-family	184.21	6.48%
Recreation	160.39	5.64%
Miscellaneous Use	53.26	1.87%
State Industrial	33.13	1.17%
Total	2,842.34	100%

Source: Prosper Portland GIS from Multnomah County Assessor FY 2019/2020

2. Zoning

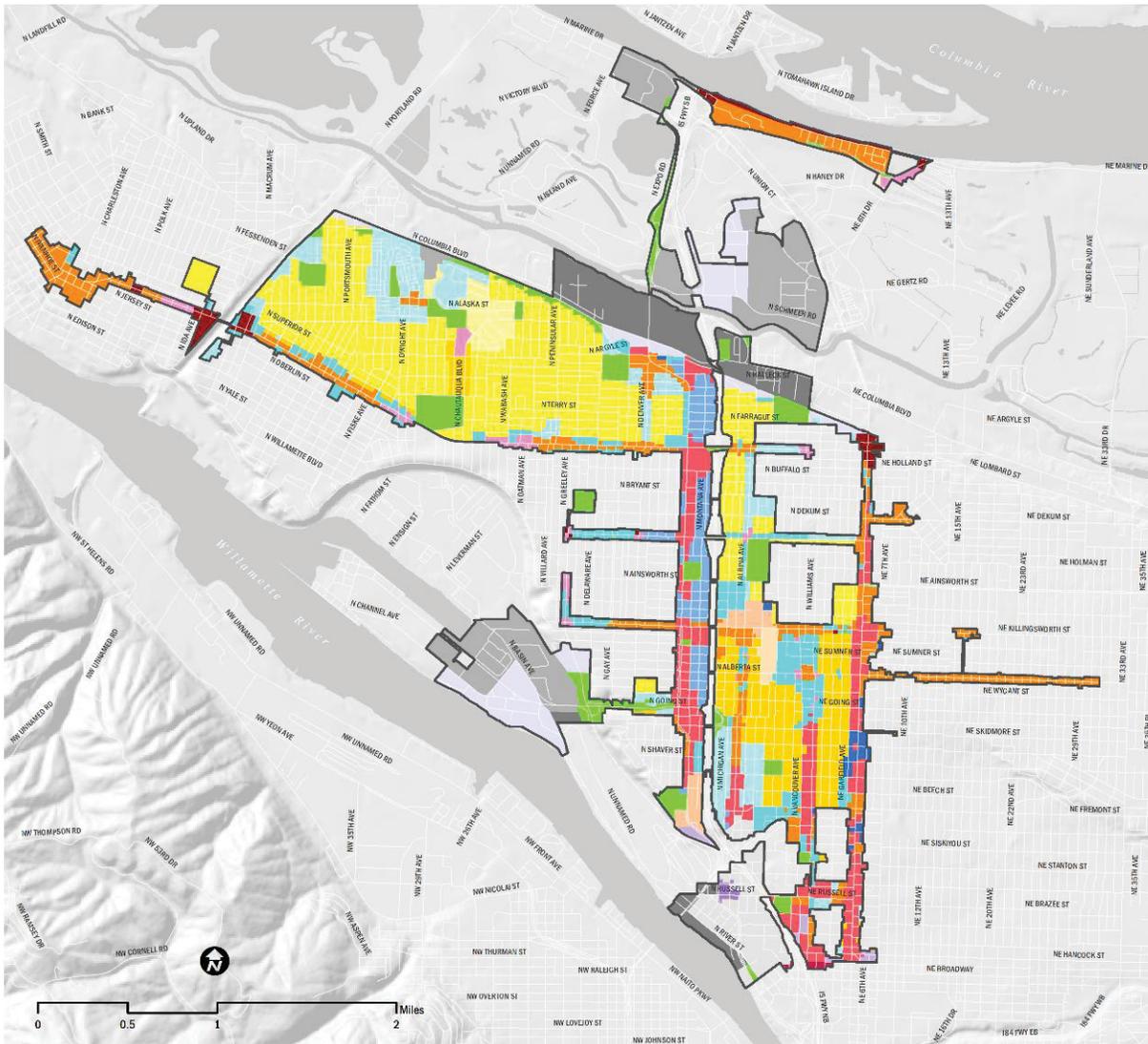
As shown in Table 2 below, fifty-two percent (52%) of the Area is zoned for residential uses. The other prominent zones are Commercial, Employment and Industrial. The remaining property is zoned Open Space. The zoning designations are also shown in Figure 2.

Table 2 - Zoning

Zone	Acres	Percent of Total	
Campus Institutional 2	34.07	1.20%	
Central Commercial	2.96	0.10%	
Central Employment	4.00	0.14%	
Commercial Employment	37.49	1.32%	
Commercial Mixed Use 1	32.99	1.16%	
Commercial Mixed Use 2	253.63	8.92%	
Commercial Mixed Use 3	185.76	6.54%	
Commercial Residential	0.09	0.00%	
General Employment 1	8.08	0.28%	
General Employment 2	177.02	6.23%	
General Industrial 1	89.45	3.15%	
General Industrial 2	354.19	12.46%	
Heavy Industrial	186.41	6.56%	
Open Space	174.92	6.15%	
Residential Zones			51.84%
Institutional Residential	14.36	0.51%	
Multi-Dwelling - Corridor	0.61	0.02%	
Residential 2,500	182.53	6.42%	
Residential 5,000	614.92	21.63%	
Residential 7,000	44.46	1.56%	
Residential 10,000	1.36	0.05%	
Residential Multi-Dwelling 1	205.84	7.24%	
Residential Multi-Dwelling 2	149.56	5.26%	
Residential Multi-Dwelling 3	72.38	2.55%	
Residential Multi-Dwelling 4	15.26	0.54%	
Total	2,842.32	100%	

Source: Prosper Portland GIS Data from Multnomah County Assessor FY 2019/2020

Figure 2 – Zoning Designations in the Interstate Corridor Urban Renewal Area



Zoning Designations

 Residential Multi-Dwelling 1 (RM1)	 Central Employment (EX)	 Commercial Residential (CR)
 Residential Multi-Dwelling 2 (RM2)	 General Employment 1 (EG1)	 Commercial Mixed Use 1 (CM1)
 Residential Multi-Dwelling 3 (RM3)	 General Employment 2 (EG2)	 Commercial Mixed Use 2 (CM2)
 Residential Multi-Dwelling 4 (RM4)	 General Industrial 1 (IG1)	 Commercial Mixed Use 3 (CM3)
 Single Dwelling Residential 10,000 (R10)	 General Industrial 2 (IG2)	 Central Commercial (CX)
 Single Dwelling Residential 7,000 (R7)	 Heavy Industrial (IH)	 Commercial Employment (CE)
 Single Dwelling Residential 5,000 (R5)	 Campus Institutional 2 (CI2)	 Open Space (OS)
 Single Dwelling Residential 2,500 (R2.5)	 Institutional Residential (IR)	

Source: Prosper Portland GIS

3. Comprehensive Plan Designations

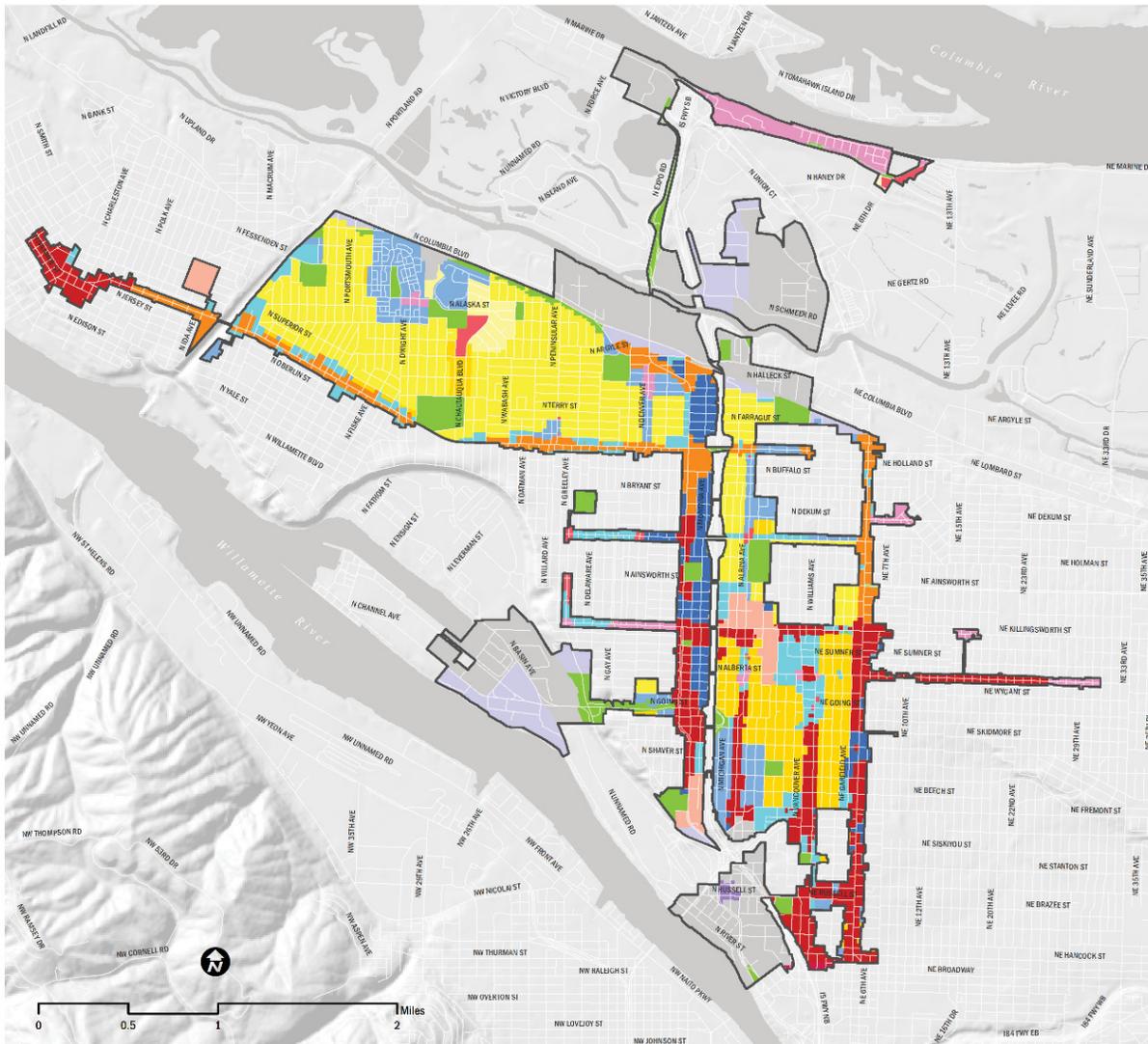
The comprehensive plan designations are show in Table 3 and Figure 3. Of the total acreage, sixty-three percent (63%) is designated as allowing residential uses including those zones that allow mixed uses, with Single Dwelling 5,000 representing twenty-one (21%) of the total uses. Twenty-two percent (22%) of the total acres are designated as Industrial Sanctuary.

Table 3 - Comprehensive Plan Designations

Comprehensive Plan	Acres	Percent of Total	
Central Commercial	2.96	0.10%	
Central Employment	4.00	0.14%	
Industrial Sanctuary	630.05	22.17%	
Institutional Campus	69.93	2.46%	
Mixed Employment	178.66	6.29%	
Open Space	174.92	6.15%	
Residential Designations			62.64%
Mixed Use - Civic Corridor	136.38	4.80%	
Mixed Use - Dispersed	22.55	0.79%	
Mixed Use - Neighborhood	97.40	3.43%	
Mixed Use - Urban Center	268.67	9.45%	
Multi-Dwelling - Corridor	157.19	5.53%	
Multi-Dwelling - Neighborhood	193.37	6.80%	
Multi-Dwelling - Urban Center	87.64	3.08%	
Single - Dwelling 2,500	187.36	6.59%	
Single - Dwelling 5,000	591.98	20.83%	
Single - Dwelling 7,000	37.90	1.33%	
Single - Dwelling 10,000	1.36	0.05%	
Total	2,842.32	100%	

Source: Prosper Portland GIS Data from Multnomah County Assessor FY 2019/20

Figure 3 – Comprehensive Plan Designations in the Interstate Corridor Urban Renewal Area



Comprehensive Plan Designations

- | | | |
|--|---|--|
| CX - Central Commercial | Mixed Use - Neighborhood | R2.5 - Residential 2,500 |
| EX - Central Employment | Mixed Use - Urban Center | R5 - Residential 5,000 |
| IS - Industrial Sanctuary | Multi-Dwelling - Corridor | R7 - Residential 7,000 |
| Institutional Campus | Multi-Dwelling - Neighborhood | R10 - Residential 10,000 |
| ME - Mixed Employment | Multi-Dwelling - Urban Center | |
| Mixed Use - Civic Corridor | OS - Open Space | |
| Mixed Use - Dispersed | | |

Source: Prosper Portland GIS

B. Infrastructure

1. Streets

An evaluation of the current conditions of the streets in the Area, taken from the Portland Bureau of Transportation Pavement Management System, is shown below in Table 4. The ratings are on a five-point scale, from very good to very poor, which are shown in the table below. Sixty-six percent (66%) of the streets are in poor or very poor condition.

Table 4 - Street Conditions

Condition	Length Feet	Length Miles	Percent
Very Good	380,211	72	3%
Good	1,022,029	194	9%
Fair	1,556,523	295	14%
Poor	3,876,095	734	36%
Very Poor	3,291,609	623	30%
Information not available	788,538	149	7%
Total	10,915,005	2,067	100%

Source: Prosper Portland GIS from Portland Bureau of Transportation Pavement management System data

2. Sanitary Sewer/Stormwater System

An evaluation of the current conditions of the sanitary sewer and stormwater pipes in the Area, taken from the Bureau of Environmental Services Structural Ratings, is shown below in Table 5. The ratings are on a five-point scale, from excellent to very poor or needing immediate attention. Sixteen percent (16%) of the sanitary sewer and stormwater pipes are in poor or very poor condition.

Table 5 - Sanitary Sewer and Stormwater Systems

Condition	Length Feet	Length Miles	Percent
Excellent	303,066	57	42%
Good	158,756	30	22%
Fair	146,909	28	20%
Poor	101,234	19	14%
Very Poor or Immediate Attention	17,888	3	2%
Total	727,854	138	100%

Source: Prosper Portland GIS

3. Parks, Open Space, and Community Facilities

There are a number of parks and other community facilities in the Area. The parks are:

- Arbor Lodge
- Columbia Park
- Dawson Park
- DeNorval Unthank Park (listed as Unthank Park)
- Farragut Park
- Kenton Park
- King School Park NE 6th and Humboldt
- Madrona Park
- Mallory Meadows Park
- McCoy Park
- Mocks Crest
- Northgate Park
- Overlook Park
- Patton Square Park
- Peninsula Park
- Portland International Raceway
- Sumner-Albina Park
- Trenton Park
- University Park
- Woodlawn Park

The community and cultural centers are:

- University Park.
- Interstate Firehouse Cultural Center.
- Charles Jordan Community Center
- Matt Dishman Community Center
- St. Johns Community Center
- Peninsula Park Community Center
- Peninsula Outdoor Pool

The community gardens are:

- Beech Community Garden
- McCoy Community Garden
- Portsmouth Community Garden

The Columbia Buffer, Peninsula Crossing Trail, and the Exeter Property are also in the Area.

4. Water

There are numerous water main deficiencies, as shown in Table 6 below. The Portland Water Bureau provided the following information on the Area. The background on methodology to prepare this table is shown below:

- Because most of these assets are buried, the Portland Water Bureau does not often have condition ratings from inspections. Hydrants and some of the valves are the exceptions as they are regularly inspected and are more accessible.
- When there is no inspection based condition rating available for an asset, the Portland Water Bureau has used the asset’s age along with its estimated useful life to estimate a condition rating between 1 (very good) and 5 (very poor).
- Age based assessments of condition are estimates and in reality, there is some uncertainty due to the variations in the environmental conditions or a specific asset’s design characteristics and operational history.
- Some of the older assets are missing install dates so it is difficult to estimate their age without some assumptions. To overcome this gap, the Portland Water Bureau uses GIS connections between asset types (e.g., mains and valves “touching” in GIS) and other available attributes to estimate age of assets when missing. The condition rating in this case would be based on this estimated age. The Portland Water Bureau does this for hydrants, valves, mains and for the services. By far, the services had the largest install date attribute data gap when compared with hydrants, mains, and valves.

Table 6 - Water Main Deficiencies

Total		1,043	230,646	13,750	3,911
		By count	By feet	By count	By count
Condition Description	Condition Rating	Hydrants	Mains	Services	Valves
Very good	1	207	84,053	4,411	1,412
Good	2	675	130,046	1,782	922
Fair	3	57	11,734	2,730	172
Poor	4	89	3,115	3,526	236
Very poor	5	15	1,699	991	1,169
Unknown	Unknown			310	
		As %	As %	As %	As %
Condition Description	Condition Rating	Hydrants	Mains	Services	Valves
Very good	1	20%	36%	32%	36%
Good	2	65%	56%	13%	24%
Fair	3	5%	5%	20%	4%
Poor	4	9%	1%	26%	6%
Very poor	5	1%	1%	7%	30%
Unknown	Unknown			2%	

Source: Portland Water Bureau

C. Social and Economic Conditions

1. Social Conditions

Demographic data provided by Prosper Portland from the ESRI Community Profile for 2020 gives information on census block groups overlapping the Area. The terminology comes from the ESRI data.

Fifty-nine percent (59%) of the residents are White only, while nineteen percent (19%) are Black/African American only. Fifteen percent (15%) of the residents are of Hispanic or Latino ethnicity. The Diversity Index is seventy-one percent (71%). The Diversity Index includes an analysis of seven race groups that can be either Hispanic or non-Hispanic origin, a total of fourteen separate race/ethnic groupings.

Table 7 - Race

Race	Percent of Total
White only	59.1%
Black/African American only	19.3%
American Indian only	1.4%
Asian only	4.5%
Pacific Islander only	1.3%
Other	7.0%
Two or more Races	7.4%
Total	100%

Source: Prosper Portland from ESRI Community Profile 2020

Table 8 - Ethnicity

Ethnicity	Percent of Total
Not Hispanic or Latino	85.1%
Hispanic or Latino	14.9%
Total	100%

Source: Prosper Portland from ESRI Community Profile 2020

Of the total population, eleven percent (11%) have a high school degree, 32% have a Bachelor’s degree, and 18% have a Graduate/Professional degree.

Table 9 - Education

Education	Percent
Population 25 years and over:	
Less than 9 th Grade	3.6%
Nursery to 12th grade, no diploma	4.2%
High school graduate	11.4%
GED/Alternative	2.9%
Some college, no degree	20.3%
Associate degree	7.6%
Bachelor's degree	31.9%
Graduate Professional degree	18.1%

Source: Prosper Portland from ESRI Community Profile 2020

Forty four percent (44%) of the residents own their homes, while forty-nine percent (49%) rent them. Seven percent (7%) are vacant.

Table 10 - Home-ownership

Occupied Housing	Percent of Total
Renter Occupied	48.9%
Owner Occupied	44.2%
Vacant	6.9%
Total	100%

Source: Prosper Portland from ESRI Community Profile 2020

The average household income in the Area is \$96,952. The income distribution is shown in Table 11 below. Approximately nineteen percent (19%) of families have annual incomes of less than \$25,000.

Table 11 - Income Distribution

Income Distribution	Percent of Total
Less than \$15,000	10.3%
\$15,000 - \$24,999	8.5%
\$25,000 - \$34,999	7.5%
\$35,000 - \$49,999	11.6%
\$50,000 - \$74,999	17.2%
\$75,000 - \$99,999	13.6%
\$100,000 - \$149,000	16.9%
\$150,000 and over	14.4%
Total	100%

Source: Prosper Portland from ESRI Community Profile 2020

Forty-nine percent (49%) of the residents in the Area are male and fifty-one percent (51%) are female. Twenty percent (20%) of the residents are 25-34 years old.

Table 12 - Age Distribution

Total Population	Percentage of Total
Male	48.8%
Female	51.2%
Under 5 years	6.5%
5-14 years	11.1%
15-24 years	12.1%
25-34 years	19.9%
35-44 years	18.4%
45-54 years	12.1%
55-64 years	9.7%
65-74 years	6.5%
75+ years	3.6%

Source: Prosper Portland from ESRI Community Profile 2020

2. Economic Conditions

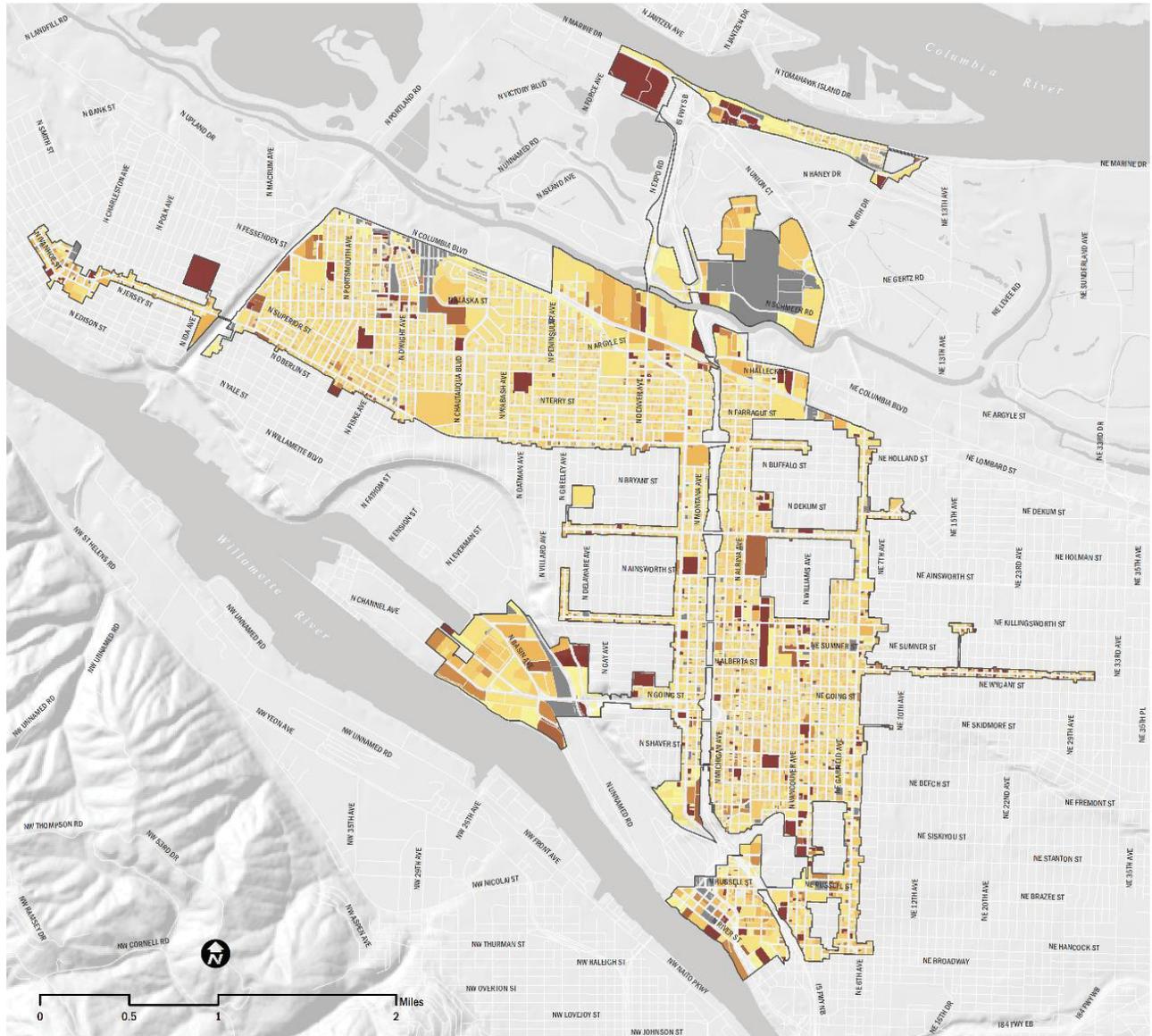
A summary of Improvement to Land Ratio analysis is in Table 13 and Figure 4. The majority (79%) of the I:L ratios of the Area are below 2.0, showing depressed property values in the Area.

Table 13 - I:L Ratios

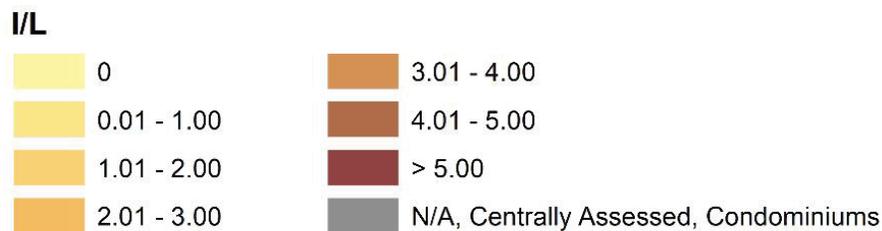
Improvement to Land Ratio	Acres	% of Total Acreage
No Improvement Value	448.26	15.77%
0.01-0.50	326.85	11.50%
0.51-1.00	706.55	24.86%
1.01-1.50	543.30	19.11%
1.51-2.00	210.86	7.42%
2.01-2.50	139.19	4.90%
2.51-3.00	54.21	1.91%
3.01-4.00	102.04	3.59%
> 4.00	311.09	10.94%
Total	2,842.34	100%

Source: Prosper Portland from Multnomah County Assessor FY 2019/20 records

Figure 4 – Investment to Land Ratio



Improvement to Land (I/L) Ratio



Source: Prosper Portland GIS

III. EXPECTED IMPACT, INCLUDING FISCAL IMPACT OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The provision of Affordable Housing and implementation of the North/Northeast Community Development Initiative Action Plan including the development assistance for the Williams & Russell site are not expected to have a negative fiscal impact in terms of demand on municipal services. The developments that will occur are within the urban growth boundary and are appropriately zoned, so development is expected on those sites. The investments would add increased housing opportunities in the Area, add resources for business development including the potential for a Cultural Business Hub. These developments will add value to properties, thereby potentially adding to the tax base and providing increment during the length of the Plan and tax revenues once the Plan is terminated. Various system development charges for each new development will help offset increased demand on municipal services. In addition, the business license fees would help augment the general fund to pay for services.

Housing development is anticipated to help replace low-income housing units lost in the Area and supply new affordable housing in the future. By replacing low-income housing units, the city is effectively managing the limited resources available for low-income housing. Other municipal resources would not have to be used for this purpose, which would allow for the funds to be used for other services. Providing affordable housing in the Area, in close proximity to jobs, retail, and light rail transit, helps eliminate traffic and the resulting pollution by reducing automobile trips. It also supports the retail trade in the Area, thereby keeping a healthy economy and a socio-economic balance. These potential housing developments will turn stagnant and unproductive land into land which contributes positively to the overall public health, safety, and welfare of the Area.

The combination of housing and business assistance in the Area will address a lack of proper utilization that is resulting in stagnant and unproductive land. This assistance will result in a positive benefit to the overall public health, safety, and welfare of the community by addressing factors of blight.

IV. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selection of the Interstate Corridor Urban Renewal Area has not changed from the original adoption and any subsequent changes to the Interstate Corridor Urban Renewal Area, which reason is to cure blight.

V. RELATIONSHIP BETWEEN EACH PROJECT ACTIVITY TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS

Property Redevelopment

Tax increment revenue generated by the 13th Amendment and allocated to Prosper Portland will be invested in administration, programs and projects that implement goals and objectives of the North/Northeast (N/NE) Community Development Initiative (CDI) Action Plan, including the N. Williams & N. Russell streets (Williams & Russell) project. The description of the Williams & Russell site project is shown below. The Portland Housing Bureau's allocation will primarily be allocated to three projects as shown below.

A. Commercial Redevelopment

Williams & Russell Site: This site is designated for the development of a Cultural Business Hub. The concept as defined in the N/NE CDI is: Foster multigenerational wealth creation by investing in a larger-scale projects that will provide commercial space for small businesses owned by Blacks and other people of color. The project will be a place for businesses to grow and thrive, and will create active, vital sites offering culturally specific products, services, foods and/or entertainment. The project would be owned by Blacks and other people of color and meet specific timing, conditions and criteria:

Project Selection Criteria:

1. Aligns with the goals and objectives of the North/Northeast Community Development Initiative Action Plan especially:
 - Fostering multigenerational wealth creation through property ownership.
 - Fostering multigenerational wealth creation through business ownership.
2. Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
3. Demonstrates a commitment to tenanting a majority of the project with local, minority-owned businesses.
4. Provides long-term community benefits for Blacks and other people of color.
5. Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.
6. Demonstrates financial feasibility and commitment from development and financial partners.

Existing Conditions: The Williams & Russell site is comprised of vacant and underutilized parcels, causing a prevalence of depreciated values and impaired investments in the Area. Other potential expenditures will align with the North/Northeast Community Development Initiative Action Plan that identifies the need to use resources to foster economic prosperity among communities and individuals that have not fully participated in, or benefitted from economic opportunities in the Interstate Corridor Urban Renewal Area.

B. Housing

There are three projects to be undertaken in the Area by the Portland Housing Bureau. If there is additional tax increment revenue or if one of these projects does not move forward, then Prosper Portland will provide the Portland Housing Bureau with use of such funds in accordance with ORS 456.125(5) for additional affordable housing units and to support affordable housing in alignment with the North/Northeast Neighborhood Strategy.

1. Home ownership opportunity for 40 to 50 households on the Carey Boulevard property purchased by the Portland Housing Bureau from the Portland Water Bureau. Income restrictions for this project are up to 80% median family income (MFI) for two bedrooms or less or up to 100% for three or more bedrooms. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy to select home buyers.
2. Development of the property owned by the Portland Housing Bureau located at the corner of North Williams and Alberta, of either home ownership or multifamily rental. This property was purchased by the Portland Housing Bureau in late summer of 2019. It has the potential of 100 to 150 units of rental housing. Income restrictions for this project are at 60% MFI or less. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy.
3. Funds set aside for the Williams & Russell project in the event that the decision is made by the Project Working Group to include housing on that site. The same guidelines as the above two projects will apply depending on the type of development that is chosen, homeownership or rental.

Existing Conditions: These sites are comprised of vacant and underutilized parcels, causing a prevalence of depreciated values and impaired investments in the Area.

C. Planning and Administration

There is currently planning and administration provided for the Area. These tasks will continue with the addition of the new projects.

Existing Conditions: there is presently planning and administration provided for the Area.

VI. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The additional maximum indebtedness of \$67 million is projected to be allocated to the following budget categories. The sources of moneys to pay for these costs are from the projection of tax increment revenues in Section VIII of this Report. Prosper Portland allocates 4% Administration for the full \$67,000,000. The Portland Housing Bureau may also allocate administrative costs to the funds allocated to them.

Table 14 - Project Costs

Five-Year Budget Estimates	Total
A. Redevelopment through New Construction	
1. New Construction Housing Set Aside (Portland Housing Bureau)	\$45,024,000
2. Implementation of N/NE Community Development Initiative including Williams & Russell Site	\$19,296,000
B. Prosper Portland Administration	\$2,680,000
Total	\$67,000,000

Source: Prosper Portland

VII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues (TIF) through FYE 2024 are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. Table 15 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenue shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, and delinquencies. Gross TIR is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bond and local option levies except for \$0.5038/\$1,000 of the Portland Public Schools permanent rate levy (the “GAP Tax”) . The adjustments are for compression losses estimated at 6.5% and underpayments and delinquencies assumed at 5%.

Table 15 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenue

FYE	Incremental Assessed Value	Tax Rate	Tax Increment Revenues (TIR)				
			Gross TIR	Adjustments	Net TIR (Current Year)	Prior Year Collections	Total TIR
2022	\$ 2,212,331,551	\$ 18.5618	\$ 41,064,856	\$ (4,588,998)	\$ 36,475,858	\$ 305,000	\$ 36,780,858
2023	\$ 2,317,505,301	\$ 18.5618	\$ 43,017,070	\$ (4,807,158)	\$ 38,209,912	\$ 275,000	\$ 38,484,912
2024	\$ 2,425,834,263	\$ 18.5618	\$ 45,027,850	\$ (5,031,862)	\$ 39,995,988	\$ 290,000	\$ 40,285,988

Source: City of Portland Office of Management and Finance

Revenue sharing is required by ORS 457.470, however, the revenue sharing thresholds are not reached before the tax increment revenues from the Plan are sufficient to repay outstanding indebtedness and the Area no longer collects tax increment revenues, so will not apply.

The “transition amount” is the threshold for determining revenue sharing. ORS 457.470(d) establishes the transition amount as the maximum amount of division of tax revenues at the time of the substantial amendment. The transition amount for the Area is \$46,943,457, the amount of gross tax increment revenues in FY 2020-21. However, this amount includes the Portland Public Schools Gap Tax. Starting in FY 2021/22, the Area will no longer take any division of tax revenues from the Portland School District Gap Tax. The tax rate used for the Area will then decrease from \$22.5962 per thousand to \$18.5618.

Any division of taxes above the \$46,943,457 would need to comply with revenue sharing. However, in this substantial amendment there is no increase above the transition amount as the annual maximum division of taxes to the Area decrease.

Table 16 - Revenue Sharing Calculations

Fiscal Year Ending June 30	2020-21	2021-22	2022-23	2023-24
Frozen Base	\$ 1,293,460,097	\$ 1,293,460,097	\$ 1,293,460,097	\$ 1,293,460,097
Incremental Assessed Value (IAV)	\$ 2,077,493,411	\$ 2,212,331,551	\$ 2,317,505,301	\$ 2,425,834,263
Tax Rate	\$22.5962	\$18.5618	\$18.5618	\$18.5618
Taxes on Increment	\$ 46,943,457	\$ 41,064,856	\$ 43,017,070	\$ 45,027,850
IAV to Interstate Corridor	\$ 2,077,493,411	\$ 2,212,331,551	\$ 2,317,505,301	\$ 2,425,834,263
Tax Increment Revenues (gross)	\$ 46,943,457	\$ 41,064,856	\$ 43,017,070	\$ 45,027,850
Shared AV	\$ -	\$ -	\$ -	\$ -
Shared Taxes	\$ -	\$ -	\$ -	\$ -

Source: City of Portland Office of Management and Finance

Table 17 shows the allocation of tax increment revenues to debt service over the remaining time of the Area.

VIII. ESTIMATED AMOUNT OF MONEY REQUIRED AND ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 17 - The Estimated Amount of Tax Increment Revenues Required

Fiscal Year Ending June 30	2020-21	2021-22	2022-23	2023-24
Beginning Balance (incl. Debt Service Reserves)	\$23,217,984	\$32,143,875	\$35,947,797	\$28,400,577
Revenues				
Tax Increment to Raise (before Compression)	\$46,943,457	\$41,064,856	\$43,017,070	\$45,027,850
Less Compression	(3,051,325)	(2,669,216)	(2,796,110)	(2,926,810)
Tax Increment Imposed (after Compression)	43,892,132	38,395,640	40,220,960	42,101,040
Less Adjustments for Discounts & Delinquencies	(2,194,607)	(1,919,782)	(2,011,048)	(2,105,052)
Net Tax Increment Revenues (current year)	41,697,525	36,475,858	38,209,912	39,995,988
Prior Year Collections	290,000	305,000	275,000	290,000
Interest Earnings	232,180	321,439	359,478	284,006
TOTAL REVENUES	\$42,219,705	\$37,102,297	\$38,844,390	\$40,569,994
Expenditures				
Bond/Line of Credit Debt Service				
Bond 1 (Outstanding)	\$5,918,815	\$5,923,374	\$5,926,480	\$5,921,274
Line of Credit (Existing LOC Outstanding)	240,000	240,000	8,305,131	0
Long-term Debt Repayment	6,158,815	6,163,374	14,231,610	5,921,274
Overnight Debt Repayment	27,135,000	27,135,000	32,160,000	23,954,044
Subtotal Expenditures for Amended Plan	33,293,815	33,298,374	46,391,610	29,875,317
Bond Defeasance	0	0	0	28,358,869
TOTAL EXPENDITURES	\$33,293,815	\$33,298,374	\$46,391,610	\$58,234,187
Ending Balance	\$32,143,875	\$35,947,797	\$28,400,577	\$10,736,384
Maximum Indebtedness				
Beginning	\$42,834,869	\$82,834,869	\$55,834,869	\$23,834,869
Ending	15,834,869	55,834,869	23,834,869	-

Source: City of Portland Office of Management and Finance

It is anticipated that all debt will be retired in FY 2023/24 as shown in Table 17. The maximum indebtedness increase is limited to 20% of the original maximum indebtedness, shown in Table 18.

Table 18 - Maximum Indebtedness Increase Calculation

Maximum Indebtedness Calculation	
Original Maximum Indebtedness	\$335,000,000
Permitted Increase (20%)	67,000,000
Amended Maximum Indebtedness	\$402,000,000

Source: City of Portland Office of Management and Finance

IX. FISCAL IMPACT STATEMENT THAT ESTIMATES IMPACT OF TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER INDEBTEDNESS IS REPAID, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN URBAN RENEWAL AREA

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2024. If the 13th Amendment is not approved, the Area would terminate tax increment collections in FYE 2022. The 13th Amendment would increase the impacts an additional two years.

The impacts of the Amendment to increase the maximum indebtedness only are shown in General Government Table 19 and Education Table 22.

General Government Table 20 and Education Table 23, show the impact to the taxing districts of the Plan without the Amendment. This is the impact of the existing maximum indebtedness, clearly showing to the taxing districts what the impact would be if the Amendment is not adopted.

The full impact of the Plan with the new maximum indebtedness and continuing with the existing maximum indebtedness is shown in General Government

Table 21 and Education Table 24.

Tables 19 through 24 are net of the effects of compression, delinquencies and discounts.

Other than the Portland Public Schools Gap Tax, the Portland School District and the Multnomah County ESD are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level. The Gap Tax is not anticipated to be calculated in the division of tax revenues to be allocated to Prosper Portland, so the impact on the Portland Public Schools of the Gap Tax is a positive impact. The School District will need to complete appropriate paperwork with the Multnomah County assessor to ensure the Gap tax is not included in the division of taxes.

The City of Portland levies a tax to pay costs of its Fire and Police Disability and Retirement Fund (FPD&R) Plan. The rate for this levy is included in the consolidated tax rate for the Area, both without the Amendment and with the Amendment. The levy is imposed such that, when the tax rate is divided with urban renewal, tax collections are sufficient to provide both the amount requested by the City for the FPD&R Plan and amounts for urban renewal plans. Taxpayers pay a higher amount of taxes as a result of the division of taxes. Tax collections for the Area attributable to the FPD&R levy are shown in Tables 19-21, including taxes resulting from the Amendment, taxes paid without the Amendment, and the full impact of the Plan with the new maximum indebtedness. [sending new tables separately]

Table 25 provides estimates of the revenues allocated to the taxing districts upon termination of the Area, in FYE 2025. The table also shows the estimated impact of returned incremental assessed value on the FPD&R tax levy rate, which could be reduced by approximately 3%.

Table 19 - Projected Impact of Reduced Property Tax Revenue to General Government Taxing Districts with Amendment

	City of Portland (Permanent)	Multnomah County (Permanent)	Multnomah County Library District (Permanent)	Metro (Permanent)	Port of Portland (Permanent)	East Mult. Soil & Conservation (Permanent)	Fire and Police Disability and Retirement	Subtotal General Government
Rate/1,000	\$4.5770	\$4.3434	\$1.2100	\$0.0966	\$0.0701	\$0.1000	\$2.6500	\$10.3971
FYE								
2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023	(\$9,421,865)	(\$8,940,994)	(\$2,490,814)	(\$198,853)	(\$144,303)	(\$205,852)	(\$5,455,089)	(\$26,857,770)
2024	(\$6,762,356)	(\$6,417,220)	(\$1,787,732)	(\$142,723)	(\$103,570)	(\$147,746)	(\$5,710,080)	(\$21,071,429)
Total	(\$16,184,221)	(\$15,358,214)	(\$4,278,546)	(\$341,577)	(\$247,873)	(\$353,599)	(\$11,165,169)	(\$47,929,198)

Source: City of Portland Office of Management and Finance

Table 20 - Projected Impact of Reduced Property Tax Revenue to General Government Taxing Districts without Amendment

	City of Portland (Permanent)	Multnomah County (Permanent)	Multnomah County Library District (Permanent)	Metro (Permanent)	Port of Portland (Permanent)	East Mult. Soil & Conservation (Permanent)	Fire and Police Disability and Retirement	Subtotal General Government
Rate/1,000	\$4.5770	\$4.3434	\$1.2100	\$0.0966	\$0.0701	\$0.1000	\$2.6500	\$10.3971
FYE								
2022	(\$8,994,279)	(\$8,535,231)	(\$2,377,775)	(\$189,829)	(\$137,754)	(\$196,510)	(\$5,207,524)	(\$25,638,902)
2023	-	-	-	-	-	-	-	-
2024	-	-	-	-	-	-	-	-
Total	(\$8,994,279)	(\$8,535,231)	(\$2,377,775)	(\$189,829)	(\$137,754)	(\$196,510)	(\$5,207,524)	(\$25,638,902)

Source: City of Portland Office of Management and Finance

Table 21 - Projected Impact of Reduced Property Tax Revenue to General Government Taxing Districts - Full Impact

	City of Portland (Permanent)	Multnomah County (Permanent)	Multnomah County Library District (Permanent)	Metro (Permanent)	Port of Portland (Permanent)	East Mult. Soil & Conservation (Permanent)	Fire and Police Disability and Retirement	Subtotal General Government
Rate/1,000	\$4.5770	\$4.3434	\$1.2100	\$0.0966	\$0.0701	\$0.1000	\$2.6500	\$10.3971
FYE								
2022	(\$8,994,279)	(\$8,535,231)	(\$2,377,775)	(\$189,829)	(\$137,754)	(\$196,510)	(\$5,207,524)	(\$25,638,902)
2023	(\$9,421,865)	(\$8,940,994)	(\$2,490,814)	(\$198,853)	(\$144,303)	(\$205,852)	(\$5,455,089)	(\$26,857,770)
2024	(\$6,762,356)	(\$6,417,220)	(\$1,787,732)	(\$142,723)	(\$103,570)	(\$147,746)	(\$5,710,080)	(\$21,071,429)
Total	(\$28,747,805)	(\$27,280,581)	(\$7,599,922)	(\$606,738)	(\$440,293)	(\$628,093)	(\$16,372,693)	(\$65,303,432)

Source: City of Portland Office of Management and Finance

Table 22 - Projected Impact of Reduced Property Tax Revenue to Education Taxing Districts with Amendment

	Portland Public Schools (Permanent)	Portland Public Schools (Gap Tax)	Portland Community College (Permanent)	Multnomah ESD (Permanent)	Subtotal Education
Rate/1,000	\$4.7743	\$0.5038	\$0.2828	\$0.4576	\$5.5147
FYE					
2022	\$0	\$0	\$0	\$0	\$0
2023	(\$9,828,012)	\$0	(\$582,151)	(\$941,981)	(\$11,352,143)
2024	(\$7,053,860)	\$0	(\$417,827)	(\$676,088)	(\$8,147,775)
Total	(\$16,881,871)	\$0	(\$999,978)	(\$1,618,068)	(\$19,499,918)

Source: City of Portland Office of Management and Finance

Table 23 - Projected Impact of Reduced Property Tax Revenue to Education Taxing Districts without Amendment

	Portland Public Schools (Permanent)	Portland Public Schools (Gap Tax)	Portland Community College (Permanent)	Multnomah ESD (Permanent)	Subtotal Education
Rate/1,000	\$4.7743	\$0.5038	\$0.2828	\$0.4576	\$5.5147
FYE					
2022	(\$9,381,994)	(\$990,019)	(\$555,731)	(\$899,231)	(\$11,826,975)
2023	\$0	\$0	\$0	\$0	\$0
2024	\$0	\$0	\$0	\$0	\$0
Total	(\$9,381,994)	(\$990,019)	(\$555,731)	(\$899,231)	(\$11,826,975)

Source: City of Portland Office of Management and Finance

Table 24 - Projected Impact of Reduced Property Tax Revenue to Education Taxing Districts - Full Impact

	Portland Public Schools (Permanent)	Portland Public Schools (Gap Tax)	Portland Community College (Permanent)	Multnomah ESD (Permanent)	Subtotal Education
Rate/1,000	\$4.7743	\$0.5038	\$0.2828	\$0.4576	\$5.5147
FYE					
2022	(\$9,381,994)	\$990,019	(\$555,731)	(\$899,231)	(\$11,826,975)
2023	(\$9,828,012)	\$0	(\$582,151)	(\$941,981)	(\$11,352,143)
2024	(\$7,053,860)	\$0	(\$417,827)	(\$676,088)	(\$8,147,775)
Total	(\$26,263,865)	(\$990,019)	(\$1,555,709)	(\$2,517,300)	(\$31,326,893)

Source: City of Portland Office of Management and Finance

Note the impacts to the Portland Public Schools Permanent rate levy and the Multnomah ESD are indirect as described in the narrative above.

Table 25 - Revenues Gained by Taxing Districts after Termination of Urban Renewal Area

Tax Revenue in FYE 2025 (year after termination)				
Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
City of Portland	4.5770	\$5,920,167	\$11,613,740	\$17,533,907
Multnomah County	4.3434	\$5,618,015	\$11,021,000	\$16,639,015
Multnomah County Library District	1.2100	\$1,565,087	\$3,070,270	\$4,635,357
Metro	0.0966	\$124,948	\$245,114	\$370,062
Port of Portland	0.0701	\$90,672	\$177,873	\$268,544
Multnomah Soil & Water Conservation. District	0.1000	\$129,346	\$253,741	\$383,087
Fire/Police Disability & Retirement	Estimated tax rate reduced by approximately 3%			
<i>Subtotal</i>	13.0471	\$16,875,903	\$33,105,882	\$9,981,786
Education				
Portland Public Schools	4.7743	\$6,175,367	\$12,114,371	\$18,289,738
Portland Community College	0.2828	\$365,791	\$717,580	\$1,083,371
Multnomah ESD	0.4576	\$591,887	\$1,161,120	\$1,753,008
<i>Subtotal</i>	5.5147	\$7,133,044	\$13,993,072	\$21,126,116
Total	18.5618	\$24,008,948	\$47,098,954	\$71,107,902

Source: Prosper Portland with information from the FY 2019/20 Multnomah County TSCC

The new impact of this amendment is from increasing the maximum indebtedness. The impact is on permanent rate taxes and the Fire and Rescue Disability and Pension Fund. The Portland Public Schools “Gap Tax” is not used in the calculations for the tax increment revenue for the amendment.

With the maximum indebtedness increase of \$67 million, the total estimated impact to taxing jurisdictions from FYE 2022 through FYE 2024 is projected at \$67,429,116 as this includes interest and financing fees. The actual impact can vary depending on the timing of the issuance of debt.

X. RELOCATION REPORT

Prosper Portland does not currently anticipate that any existing residences or businesses will be required to relocate temporarily or permanently as a result of this Plan. No existing housing units are planned for destruction or alteration. If such acquisitions are made at some future date, they will be done in accordance with Prosper Portland’s adopted relocation policy.

XI. COMPLIANCE WITH LIMITS ON ASSESSED VALUE AND ACREAGE IN URBAN RENEWAL

The analysis of the total assessed value and acreage in urban renewal in Portland is shown in Table 26. The statutory limitation for acreage and assessed value for Portland is 15% of the total assessed value minus incremental excess and 15% of the total acreage. Incremental excess is the amount of increased value in an urban renewal above the frozen base. Portland is in compliance with both statutory limitations.

Table 26 - Compliance with Assessed Value and Acreage Limitations

Urban Renewal Area	Frozen Base Assessed Value	Acreage
Airport Way	\$73,942,075	871
Central Eastside	\$230,541,190	709
Downtown Waterfront	\$55,674,313	233
Gateway Regional Center	\$307,174,681	659
Interstate Corridor	\$1,293,460,097	3,995
Lents Town Center	\$736,224,033	2,846
North Macadam	\$628,094,444	447
Oregon Convention Center	\$214,100,689	410
River District	\$432,292,135	315
South Park Blocks	\$305,692,884	98
Willamette Industrial (no longer taking TIF)	0	0
Neighborhood Prosperity Initiatives (combined)	\$498,707,491	804
Total Urban Renewal Areas	\$4,775,904,032	11,386
Total Assessed Value City of Portland	\$63,268,838,150	
Incremental Excess of Urban Renewal Areas	\$7,857,919,683	
Incremental Value Not Used	\$4,087,546,845	
Total Assessed Value of City minus incremental excess	\$51,323,371,622	
Total Acreage, City of Portland		92,768
Percent in Urban Renewal Areas	9.31%	12.27%

Source: Prosper Portland, Multnomah County Sal 4a 2019/20 and TSCC FY 2019/20 Annual Report



**PROSPER
PORTLAND**
Building an Equitable Economy

RESOLUTION NO. 7400

RESOLUTION TITLE:

APPROVING THE AMENDED AND RESTATED INTERSTATE CORRIDOR URBAN RENEWAL PLAN 2021 AND FORWARDING TO CITY COUNCIL WITH A RECOMMENDATION FOR APPROVAL

Adopted by the Prosper Portland Commission on October 14, 2020

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Chair Gustavo J. Cruz, Jr.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Francesca Gambetti	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Peter Platt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Serena Stoudamire Wesley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner William Myers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Regular Agenda		

CERTIFICATION

The undersigned hereby certifies that:

The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Prosper Portland Commission and as duly recorded in the official minutes of the meeting.

	Date: October 16, 2020
Pam Feigenbutz, Recording Secretary	