



MULTNOMAH COUNTY OREGON

Division of Assessment & Taxation
501 SE Hawthorne #158
Portland OR 97214
Recording Section (503) 988-3034

Multnomah County Official Records
R Weldon, Deputy Clerk

2011-087542



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ORDINANCE No. **184773** As Amended

Approve the Amended and Restated Interstate Corridor Urban Renewal Plan to increase the Plan area by 185.79 acres (Ordinance)

The City of Portland ordains:

Section 1. The Council Finds:

1. The Council adopted the Interstate Corridor Urban Renewal Plan (the "Plan") on August 23, 2000, by Ordinance No. 174829 to provide tax increment funding and urban renewal authority to eliminate blight and foster development and redevelopment in order to protect the public health, safety, and welfare in the City of Portland (the "City").
2. On May 23, 2007, the Portland Development Commission (the "Commission") adopted Resolution No. 6474 initiating a study of all eleven urban renewal areas currently in the City. This effort is known as the Future of Urban Renewal.
3. On December 10, 2008, the Commission adopted Resolution No. 6655 authorizing the North/Northeast Economic Development Initiative, a study of the current and future investment in the Interstate Corridor ("ICURA") and Oregon Convention Center ("OCCURA") Urban Renewal Areas to consider revisions of the current boundaries.
4. In August 2009, Mayor Sam Adams convened the North/Northeast Economic Development Initiative Community Advisory Committee (the "Committee").
5. The Committee included representatives from community organizations, neighborhood and business associations, ICURA and OCCURA Urban Renewal Advisory Committees, Portland Community College, Multnomah County, Portland Public Schools, local residents and businesses, and other interested parties.
6. The Committee met 12 times through May 2010 and received broad community input.
7. Although OCCURA has been successful, there remains urban renewal work that cannot be accomplished within the existing debt capacity.
8. On May 19, 2010, the Committee voted on recommendations to incorporate a portion of OCCURA into ICURA. The Committee also recommended that additional areas be added to ICURA in order to eliminate blight.
9. Based on Committee recommendations, further analysis, and requests from community members, the Commission staff determined that ICURA be expanded by 415.54 acres.
10. The Commission is limited to including 15% of the City acreage in urban renewal areas and is interested in preserving acreage for future use in other parts of the City; therefore the removal of 229.75 acres of right-of-way is proposed.

11. The Commission has sought and received valuable input from overlapping taxing jurisdictions pursuant to ORS 457.085(5), citizens and other interested parties in Portland, as indicated in the form attached hereto as Exhibit A.
12. On June 8, 2011, the Commission held a public hearing and, after considering testimony and other information presented, adopted Resolution No. 6883 approving the Amended and Restated Interstate Corridor Urban Renewal Area Plan (the "Amended Plan"), in the form attached hereto as Exhibit B, which expands ICURA boundaries by a net 185.79 acres, and the accompanying Report on the Amended and Restated Interstate Corridor Urban Renewal Area Plan (the "Report") in the form attached hereto as Exhibit C.
13. On June 8, 2011, the Commission adopted Resolution No. 6882 removing 184.48 acres from OCCURA. This action was a minor amendment requiring Commission approval and will become effective upon the effective date of this Ordinance.
14. The Commission Executive Director, under authorization from the Commission's Board of Commissioners, submitted the Amended Plan, together with resolutions, reports and other supporting materials, to the Portland Planning and Sustainability Commission for review and recommendation, and to the City Council for final approval in accordance with the terms of the Plan and ORS 457.095.
15. The Portland Planning and Sustainability Commission reviewed the Commission's proposed Amended Plan at a public hearing on June 28, 2011. After considering testimony and other information presented, the Portland Planning and Sustainability Commission submitted a report, in the form attached hereto as Exhibit D (the "Report from the Planning and Sustainability Commission"), finding that the Amended Plan conforms with the City of Portland Comprehensive Plan and recommending Council approval of the Amended Plan.
16. On July 21, 2011, the Council held a public hearing to receive comment on the Amended Plan.
17. Based on the information received by the Council and after consideration of all testimony and materials provided at the July 21, 2011 public hearing, the Council finds:
 - a) The Amended Plan area is blighted because of :
 - 1) ORS 457.010 (1)(a) "The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, that are unfit or unsafe to occupy for those purposes because of"
 - ORS 457.010 (1)(a)(E) "Obsolescence, deterioration, dilapidation, mixed character or shifting of uses" as supported by information in the Report found in Section II.G.3.

2) ORS 457.010 (1)(e) “The existence of inadequate streets and other rights of way, open spaces and utilities” as supported by the following information in the Report:

Section II.A.4;
 Section II.A.5;
 Section II.A.7;
 Section II.C.4;
 Section II.C.5;
 Section II.C.6;
 Section II.C.7;
 Section II.C.8;
 Section II.F.4;
 Section II.F.5;
 Section II.F.6;
 Section II.F.7; and
 Section II.F.8.

3) ORS 457.010 (1)(h) “A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare” as supported by the following information in the Report:

Section II.B.2;
 Section II.D.2; and
 Section II.G.2.

- b) The rehabilitation and redevelopment is necessary to protect the public health, safety or welfare of the municipality, as explained in Section IV and V of the Report;
- c) The Amended Plan conforms to the comprehensive plan and economic development plan, if any, of the municipality as a whole and provides an outline for accomplishing the urban renewal projects that the Amended Plan proposes as set forth in Section IV and Exhibit E of the Amended Plan and in the Report from the Planning and Sustainability Commission;
- d) Provision has been made to house displaced persons within their financial means in accordance with ORS 35.500 to 35.530 and, except in the relocation of elderly individuals or individuals with disabilities, without displacing on priority lists persons already waiting for existing federally subsidized housing, as explained in Section VII of the Amended Plan;
- e) Acquisition of real property is provided for in the Amended Plan, and it is necessary as explained in Section VII and VIII of the Amended Plan;

- f) Adoption and carrying out of the Amended Plan is economically sound and feasible as explained in Section IX of the Report; and
- g) The City shall assume and complete any activities prescribed it by the Amended Plan.

18. The Amended Plan is being adopted as a substantial amendment pursuant to Section XII of the Plan. For a substantial amendment, Section XII requires the notice, hearing and approval procedures required for adoption of the original plan by statute. These requirements include approval of the proposed amendment by the Commission, review and recommendation by the Portland Planning and Sustainability Commission, approval by the City Council in accordance with ORS 457.095, and the notice required by ORS 457.120. The City Council and the Commission have complied with all of the requirements for adoption of a substantial amendment under the Plan and ORS 457.095.

19. As described in Section XII of the Report, after approval of the Amended Plan, the City will remain in compliance with the land area and assessed value limits imposed by ORS 457.420.

NOW, THEREFORE, the Council directs:

a. The Amended Plan (including its accompanying Report), incorporated herein by reference, is hereby approved.

b. The City Auditor shall forward to the Commission and to the Portland Planning and Sustainability Commission certified copies of this Ordinance upon adoption by the Council.

c. The Commission shall record in the Deed Records of Multnomah County, Oregon, a copy of this Ordinance and the Amended Plan upon adoption by the Council.

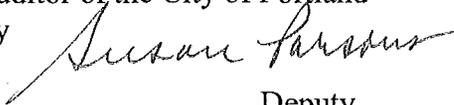
d. The City Auditor, in accordance with ORS 457.115, shall publish notice of the adoption of this Ordinance approving the Amended Plan, including the provisions of ORS 457.135, in the newspaper having the greatest circulation in the City within four days following the adoption of this Ordinance.

e. Over the course of implementing the Amended Plan and the City of Portland's Economic Development Strategy and Neighborhood Economic Development Strategy, PDC should focus on preserving the culture of the existing neighborhoods and where possible provide opportunities for longstanding property and business owners to live, work, and invest in the area as it develops and grows.

Passed by the Council: JUL 27 2011

Mayor Sam Adams
Prepared by: Lisa Gramp
Date Prepared: July 20, 2011

LaVonne Griffin-Valade
Auditor of the City of Portland
By


Deputy

Agenda No. **184773** **As Amended**
ORDINANCE NO.
 Title

Approve the Amended and Restated Interstate Corridor Urban Renewal Plan to increase the Plan area by 185.79 acres (Ordinance)

INTRODUCED BY Commissioner/Auditor: Mayor Adams	CLERK USE: DATE FILED <u>JUL 15 2011</u>
COMMISSIONER APPROVAL Mayor—Finance and Administration - Adams <i>SA</i>	LaVonne Griffin-Valade Auditor of the City of Portland By: <i>[Signature]</i> Deputy
Position 1/Utilities - Fritz	
Position 2/Works - Fish	
Position 3/Affairs - Saltzman	
Position 4/Safety - Leonard	ACTION TAKEN: <p align="right">As Amended</p> <p align="center">JUL 20 2011 PASSED TO SECOND READING JUL 27 2011 9:30 A.M.</p>
BUREAU APPROVAL Bureau: Portland Development Commission Bureau Head: Patrick Quinton <i>PQ (HW)</i>	
Prepared by: Morgan Masterman Date Prepared: 7/12/11	
Financial Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Council Meeting Date July 21, 2011	
City Attorney Approval	

AGENDA
TIME CERTAIN <input checked="" type="checkbox"/> Start time: <u>2:45</u> Total amount of time needed: <u>1 hour</u> (for presentation, testimony and discussion)
CONSENT <input type="checkbox"/>
REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	✓	
2. Fish	✓	
3. Saltzman	✓	
4. Leonard	✓	
Adams	_____	

INTERSTATE CORRIDOR *Urban Renewal Area*

INTERSTATE CORRIDOR URBAN RENEWAL PLAN

ADOPTED AUGUST 2000

AMENDED AND RESTATED THROUGH JULY 27, 2011



PDC | PORTLAND
DEVELOPMENT
COMMISSION
www.pdc.us

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

Amended and Restated Interstate Corridor Urban Renewal Plan

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

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.

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

Principles by Topic Area

ECONOMIC DEVELOPMENT/JOBS

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

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.

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.

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.

V. URBAN RENEWAL AREA

Description

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

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

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

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

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

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.

Interstate Corridor Urban Renewal Area Map



Amended and Restated Interstate Corridor Urban Renewal Area Boundary

Amended ICURA

The information on this map was created by the Portland Development Commission (PDC) GIS Department. Every reasonable effort has been made to ensure the accuracy of these maps and associated data. However, no warranty can be made and the PDC is not assumed any responsibility for reliance on positional accuracy. This information is provided "as is" and without warranty, either expressed or implied. Information Source: Portland Development Commission Geographic Information System (GIS), City of Portland Copyright GIS April 2011

VII. URBAN RENEWAL PROJECTS & PROGRAMS

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

Infrastructure

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

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

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

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

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

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

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

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

Property Redevelopment

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

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

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

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

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

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;

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.

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.

XV. EXHIBITS

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

Exhibit A

**ENGINEERING PLANNING
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EXHIBIT 1

LEGAL DESCRIPTION, PAGE 1 OF 63

THE INTERSTATE URBAN RENEWAL AREA

PORTLAND, OREGON

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

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

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;

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

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

Exhibit A

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;

Exhibit A

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

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

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

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;

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 southwestwesterly 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 southwestwesterly 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;

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;

326. Thence southwesterly 100 feet, more or less, along said easterly line and the easterly line of Lot 11, Block 5 of said Plat to its intersection with the northerly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12AB;
327. Thence northwesterly 171 feet, more or less, along said northerly right-of-way line and the northwesterly extension thereof to its intersection with the westerly right-of-way line of N Richmond Avenue, Assessor Map 1N1W 12AB;
328. Thence southwesterly 260 feet, more or less, along said westerly right-of-way line to its intersection with the northerly right-of-way line of N Princeton Street, Assessor Map 1N1W 12AB;
329. Thence northwesterly 460 feet, more or less, along said northerly right-of-way line to its intersection with the easterly right-of-way line of N John Avenue, Assessor Map 1N1W 12AB;
330. Thence northeasterly 100 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the southerly line of Lot 8, Block 27 of the Plat of "James Johns 2nd Addition", at the southeasterly corner of the vacated portion of N John Avenue by City of Portland Vacation Ordinance No. 137185, Assessor Map 1N1W 12AB;
331. Thence northwesterly 260 feet, more or less, along said southeasterly extension of and the southerly line of said Lot 8, along the southerly line of Lots 5, 6, and 7, Block 27 of the Plat of "James Johns 2nd Addition", to its intersection with the easterly right-of-way line of N Leavitt Avenue, Assessor Map 1N1W 12BA;
332. Thence northeasterly 160 feet, more or less, along said easterly right-of-way line to its intersection with the southeasterly extension of the northerly right-of-way line of N Syracuse Street, Assessor Map 1N1W 12BA;
333. Thence northwesterly 321 feet, more or less, along said southeasterly extension and the northerly right-of-way of N Syracuse Street and the northwesterly extension thereof to its intersection 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

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

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

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

- 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 of N Whitaker Road, Assessor Map 1N1E 3CC;
 461. Thence southeasterly 1070 feet, more or less, along said centerline to its intersection with the westerly extension of the southerly line of the Plat of "Delta Meadows", Assessor Map 1N1E 3CC;
 462. Thence easterly 1413 feet, more or less, along said easterly extension and the southerly line of said Plat to its intersection with the southerly extension of the most easterly line of Lot 2, Block 2 of said Plat, Assessor Map 1N1E 3C;
 463. Thence northerly 25 feet, more or less, along said southerly extension of the most easterly line of said Lot 2, to the intersection with a line that is parallel to and 24.87 feet northerly of the easterly extension of the southerly line of the Plat of "Delta Park", Assessor Map 1N1E 3C;
 464. Thence westerly 356 feet, more or less, along said line that is parallel to and 24.87 feet northerly of the easterly extension of the southerly line of said Plat to its intersection with a line that is parallel to and 25 feet easterly of the southerly easterly line of Lot 2, Block 2 of said Plat, Assessor Map 1N1E 3C;
 465. Thence northerly 175 feet, more or less, along said line that is parallel to and 25 feet easterly of the southerly east line of said Lot 2 to its intersection with the northerly line of Tax Lot 500, Assessor Map 1N1E 3C;
 466. Thence northwesterly 565 feet, more or less, along said northerly line of Tax Lot 500 to its intersection with the southeasterly right-of-way line of N Hayden Meadows Drive, Assessor Map 1N1E 3C;
 467. Thence northerly 1401 feet, more or less, along said southeasterly right-of-way line to its intersection with the southerly extension of the southerly east line of Lot 16, Block 1 of the Plat of "Delta Meadows", Assessor Map 1N1E 3CB;

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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 the 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;

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

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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;

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;

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

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

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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;

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;

- 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 $88^{\circ}49'49''$ East 7.30 feet, along a curve to the left with a Radius of 25.00 feet, Delta of $179^{\circ}59'47''$, Length of 78.54 feet, and a Chord of North $01^{\circ}10'18''$ East 50.00 feet, and then North $88^{\circ}49'44''$ West 22.68 feet to a point on the easterly line of Tax Lot 3000, Assessor Map 1N1E 22BC, that is 11.08 feet northerly of the southeast corner of said Tax Lot 3000, on the westerly right-of-way line of US Highway Interstate 5, Assessor Map 1N1E 22BC;

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.

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

Parcel 7:

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

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

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

Exhibit A

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

Exhibit A

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

Exhibit A

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;

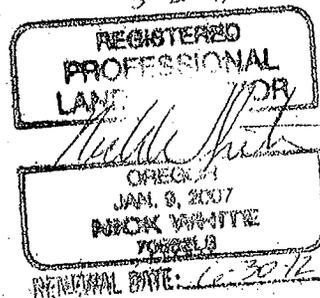
1210. Thence southerly 134 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 27DD;
1211. Thence easterly 116 feet, more or less, along said southerly right-of-way line to its intersection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

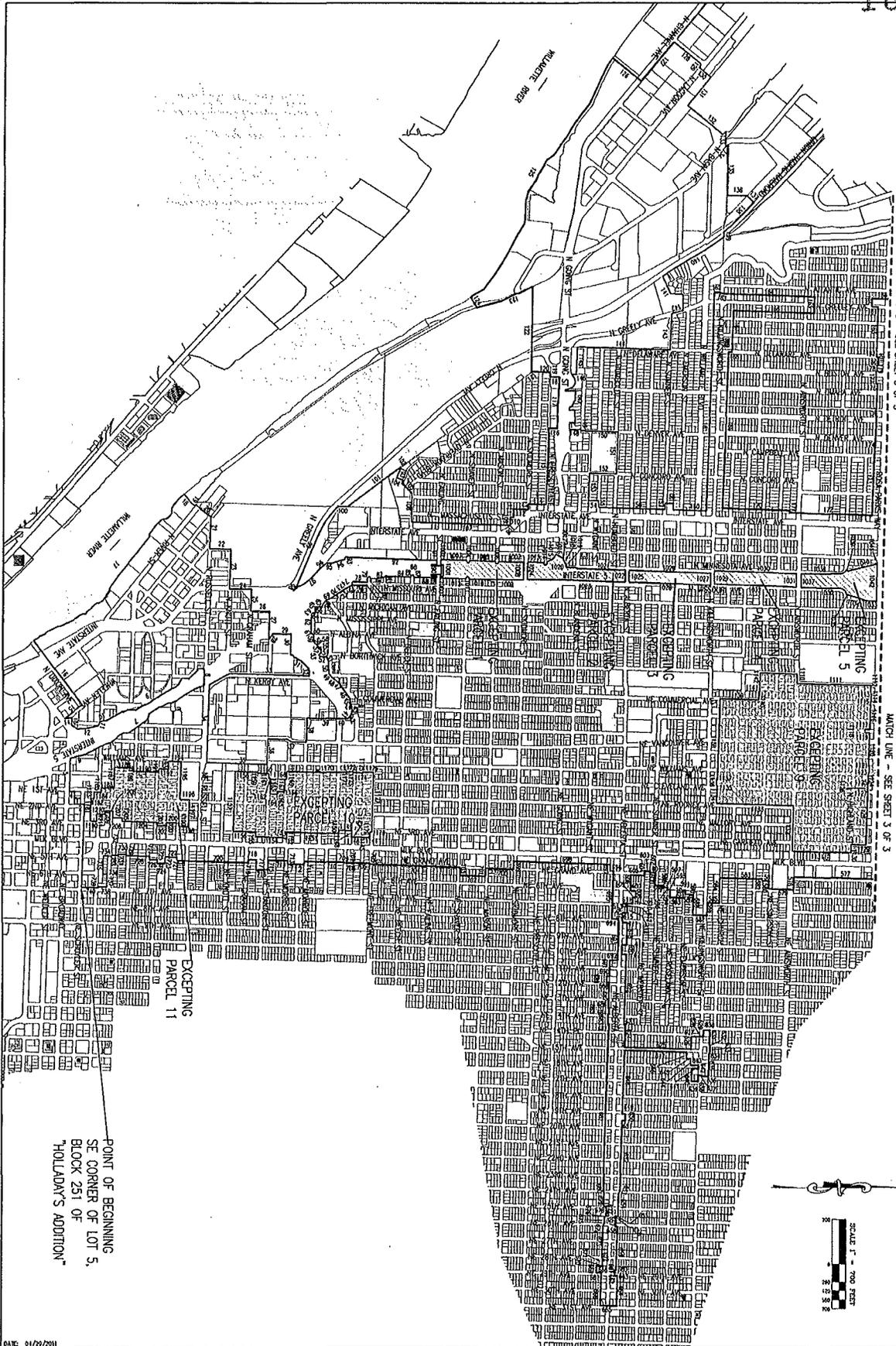
Parcel 12:

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

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





DATE: 01/29/2011

POINT OF BEGINNING
SE CORNER OF LOT 5,
BLOCK 251 OF
"HOLLADAY'S ADDITION"

EXCEPTING
PARCEL 11

DATE: 01/29/2011

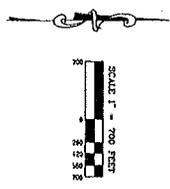
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SHERWOOD, OR 97140
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FAX: (503) 913-8900

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

INTERSTATE URBAN
RENEWAL AREA
PORTLAND OREGON



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Affidavit of Publication

I, Jenni Hume duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian or the issue on the following date(s):

7/31/2011

Jenni Hume

Principal Clerk of the Publisher:

8-1-11

Subscribed and sworn to before me this date:

Christine D. Cassel

Notary:

Ad Order Number: 0003210692

