

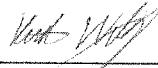
Exhibit A

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

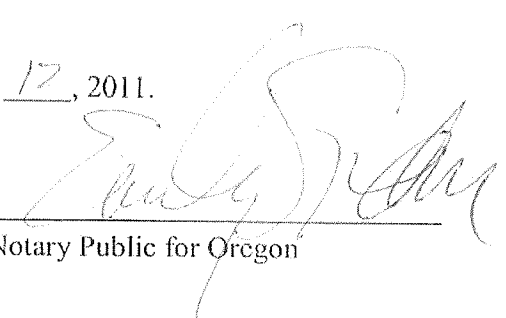
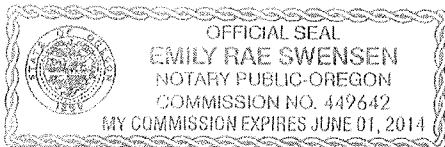
I, Keith Witcosky, being duly sworn do depose and say that:

1. I am the Deputy Director of Government Relations/Communication at the Portland Development Commission; and
2. In conformance with ORS 457.085(5), the Portland Development Commission presented via email copies of the proposed Amended and Restated Interstate Corridor Urban Renewal Plan and accompanying Report to the governing body of each taxing jurisdiction affected by the Plan.



Keith Witcosky
Deputy Director –
Government Relations & Communications

Signed and sworn to (or affirmed) before me on May 12, 2011.



Notary Public for Oregon



Jeff Cogen, Multnomah County Chair

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-3308
Email: mult.chair@multco.us

July 12, 2011

Dear Portland Development Commission and Portland City Council:

Thank you for inviting Multnomah County to engage in a community discussion about the future of urban renewal in the Interstate Corridor Urban Renewal Area.

Multnomah County's representative on the North/Northeast Economic Development Initiative (N/NE EDI) Advisory Committee, my chief of staff and resident of NE Portland, Marissa Madrigal, reported to me that PDC's outreach process was engaging and inclusive, regular opportunities for public comment and questions were provided, and the pros and cons of proposed changes were actively discussed.

While the committee's proposed changes to the Interstate Corridor URA boundaries do have a financial impact to the county of about \$7 million dollars over the life of the district, I believe the changes are modest and targeted to the areas with the greatest need. I also agree with the committee's recommendation that housing investments in the Interstate Corridor URA focus on preventing displacement of existing residents as the district economy expands - and that the Portland Housing Bureau provide culturally competent services for vulnerable homeowners, including seniors.

I am grateful to PDC for designing a process that engaged with the community in a meaningful way, one which didn't shy from difficult discussions and which weighed the trade-off's inherent in urban renewal decisions openly and transparently. Ultimately, it was clear to me that representatives of the affected community supported the proposed changes to the Interstate Corridor Urban Renewal Area. For that reason, I endorse the recommendations made to you by the N/NE EDI Advisory Committee and ask you to approve them.

Sincerely,

Jeff Cogen
Chair
Multnomah County, Oregon



PORTLAND PUBLIC SCHOOLS

501 North Dixon Street / Portland, OR 97227
 Telephone: (503) 916-3200 / Fax: (503) 916-3110
 Mailing Address: P. O. Box 3107/97208-3107
 Email: csmith1@pps.k12.or.us

Carole Smith
 Superintendent

OFFICE OF THE SUPERINTENDENT

May 23, 2011

To the Portland Development Commission (PDC) and the Portland City Council:

Thank you for including Portland Public Schools in the valuable process that has led to these recommended expansions to the Interstate Corridor Urban Renewal Area now before you.

Our representative on the North/Northeast Economic Development Initiative Committee supported these expansions in committee, and Portland Public Schools continues to support this action.

These amendments focus tightly on neighborhood commercial districts and businesses in Portland neighborhoods with amongst the highest unemployment and the greatest need for investment. We support that focus, especially given the PDC's commitment to reach out to ensure that the disadvantaged business owners and residents of the area have full access to these opportunities.

Portland Public Schools believes that our families and community benefit from urban renewal: Through creation of family-wage jobs, affordable family housing, Safe Routes to Schools, livable neighborhoods and ultimately an increased tax base.

Urban renewal does have an impact on our school finances. Across all urban renewal areas, Portland Public Schools is directly forgoing \$6.6 million in local tax revenue in 2010-11, with an additional \$19.6 million forgone in PPS taxes collected toward the State School Fund.

The PDC projects that the Interstate Corridor URA's expansion will add a total of \$5.4 million forgone over the next 15 tax years. At the same time, it is worth noting that the total cost of the urban renewal area – its maximum debt – is not expanded. By increasing tax increment funds to the PDC but not increasing debt, the amendments should accelerate the urban renewal projects and pay them off sooner. That would allow the properties to return to the tax rolls to benefit all local taxing jurisdictions earlier. We see that as an ultimate benefit to PPS and the community.

Throughout this process, representatives of the city and the PDC have recognized and supported the role that healthy public schools play in creating vital neighborhoods, expanding educational and employment opportunities and as centers of community. With this proposed expansion, the Interstate Corridor URA—now home to 10 PPS school sites—will also include Roosevelt High School, long a pillar of the St. Johns community. We very much appreciate that advocacy for our students and our schools and look forward to our continued work with the PDC and the City of Portland to increase educational success and enhance our city's neighborhoods.

Sincerely,

Carole Smith
 Superintendent

Portland Development Commission
222 NW Fifth Avenue
Portland OR 97209

May 4, 2011

Chair Scott Andrews
Commissioner Aneshka Dickson
Commissioner John Mohlis
Commissioner Steven Straus
Commissioner Charles Wilhoite

RE: Support for Oregon Convention Center Amendments

On April 11, 2011, PDC staff presented the Oregon Convention Center Urban Renewal Advisory Committee (URAC) a preview of three upcoming amendments to the Oregon Convention Center Urban Renewal Plan.

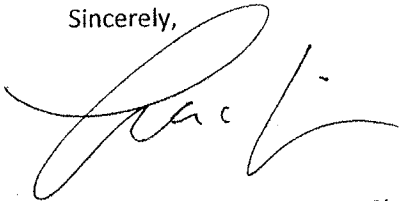
From our understanding these amendments achieve the following:

- The 18th Amendment: Is essentially a "housekeeping" action which makes certain types of amendments more efficient.
- The 19th Amendment: Allows tax increment resources to be invested in the Veterans Memorial Coliseum.
- The 20th Amendment: Removes property along Martin Luther King Jr. Blvd. with the intention of transferring it into the Interstate Corridor Urban Renewal Area in order to continue investment along the corridor.

This letter is intended to convey our support for all three amendments.

During the briefing, staff also reviewed a proposal to remove right-of-way from the district. The URAC felt the Sullivan's Gulch area adjacent to Interstate 84 and Interstate 5 should remain in the district to preserve the opportunity to extend the 40-mile loop trail. We understand PDC staff heard these concerns and will leave this right-of-way in the district to allow for potential funding opportunities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Traci Manning', with a stylized, flowing script.

Traci Manning, OCC URAC Chair



27 June 2011

Portland Planning and Sustainability Commission
1900 SW 4th Ave.
Portland, Oregon 97201

Re: Interstate Corridor Urban Renewal Area Expansion Proposal

Dear Chair Andre' Baugh and Commissioners,

The St Johns Boosters, a non-profit organization promoting businesses in the St Johns area, requests that the Portland Planning and Sustainability Commission recommend the addition of the St Johns area to the City Council.

Thank you for your consideration,

On Behalf of the St Johns Boosters Board of Directors
Curt Schneider, President
St Johns Boosters

Cc: via email
Sara King, PDC
St Johns Boosters Board of Directors
St Johns Main Street Coalition, Holly Heidebrecht, Executive Director
St Johns Neighborhood Association, Babs Adamski, Chair
Cathedral Park Neighborhood Association, Barbara Quinn, Chair

June 8, 2011

To:
Portland Development Commission

From:
St. Johns Neighborhood Association

This is a letter in support of the expansion of the Interstate Corridor Urban Renewal Area into the St. Johns neighborhood.

Our community outlined it's vision for development in the St. Johns/Lombard Plan in 2004. This plan is still supported by the community although many of the envisioned improvements are unfunded and unfulfilled. We specifically welcome PDC's expertise and urban renewal funding to help us with:

- Gateway streetscape features,
- Improvements to traffic flow and pedestrian safety,
- Development of key commercial opportunity sites,
- And support to our existing businesses to improve and expand.

St. Johns' commercial district is in need of improvements. We are on the brink of reaching a critical mass of activity to make our mainstreet a destination. The strategic use of urban renewal resources in a few catalytic improvements could push the market in St Johns and encourage private-sector reinvestment.

Recent efforts in our community are helping us develop unprecedented relationships between community residents and business and property owners to push to achieve a shared vision in St. Johns. Two neighborhood groups (St. Johns Neighborhood Association and the Friends of Cathedral Park Neighborhood Association), two business associations (St. Johns Business Boosters and North Portland Business Association) and the St. Johns Main Street Coalition are committed to work together to realize these improvements. However, we need the public sector investment that urban renewal brings to help us achieve these goals.

We are enthusiastic about the opportunity to work with PDC to implement key components of the Neighborhood Economic Development Strategy in the expanded Interstate Urban Renewal Area, particularly those that improve equity in opportunity for the full diversity of Peninsula residents and business owners. We're aware that even an expanded URA will have limited resources to bring to the communities in North and Northeast Portland, but we look forward to working with our neighbors across the area to prioritize projects that will improve community and business opportunities for all. We are confident that St. Johns' participation in the URA will lead to a more complete mix of community-scale businesses and support the economic vitality of the multiple commercial centers currently in the URA.

Sincerely,

A handwritten signature in cursive script that reads "Babs Adamski". The signature is written in dark ink and is positioned above the printed name and title.

Babs Adamski
Chair, St. Johns Neighborhood Association

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

Table of Contents

I.	INTRODUCTION.....	1
II.	PUBLIC INVOLVEMENT.....	4
III.	GOALS AND OBJECTIVES.....	5
	GENERAL PRINCIPLES.....	5
	PRINCIPLES BY TOPIC AREA.....	7
	<i>ECONOMIC DEVELOPMENT/JOBS</i>	7
	<i>HOUSING</i>	9
	<i>TRANSPORTATION</i>	10
	<i>REVITALIZATION</i>	11
	<i>URBAN FORM/ URBAN DESIGN/HISTORIC PRESERVATION</i>	12
	<i>PARKS & OPEN SPACE</i>	12
	<i>COMMUNITY FACILITIES/PUBLIC BUILDINGS/INFRASTRUCTURE</i>	13
IV.	RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES.....	14
V.	URBAN RENEWAL AREA.....	15
	DESCRIPTION.....	15
	INTERSTATE CORRIDOR URBAN RENEWAL AREA MAP.....	19
	LEGAL DESCRIPTION.....	20
VI.	PROPOSED LAND USES.....	20
VII.	URBAN RENEWAL PROJECTS & PROGRAMS.....	21
	INFRASTRUCTURE.....	21
	PROPERTY REDEVELOPMENT.....	23
	HOUSING.....	25
	BUSINESS DEVELOPMENT.....	26
	LAND ACQUISITION, IMPROVEMENT AND DISPOSITION FOR REDEVELOPMENT PROJECTS.....	26
	RELOCATION.....	27
	PLANNING AND ADMINISTRATION.....	27
VIII.	PROPERTY ACQUISITION POLICIES AND PROCEDURES.....	28
	PROPERTY ACQUISITION FROM WILLING SELLERS.....	28
IX.	PROPERTY DISPOSITION POLICIES AND PROCEDURES.....	28
	PROPERTY DISPOSITION.....	28
	DEVELOPER'S OBLIGATIONS.....	29
X.	METHODS FOR FINANCING THE PROJECT.....	30
	GENERAL DESCRIPTION OF THE PROPOSED FINANCING METHODS.....	30
	SELF-LIQUIDATION OF COSTS OF PROJECT.....	30
	PRIOR INDEBTEDNESS.....	30
XI.	OTHER PROVISIONS.....	31
	NON-DISCRIMINATION.....	31
	CONFORMANCE WITH CITY COMPREHENSIVE PLAN.....	31
	AGREEMENTS BETWEEN COMMISSION AND PROPERTY OWNERS.....	31
XII.	PROCEDURES FOR CHANGES OR AMENDMENTS IN THE APPROVED INTERSTATE CORRIDOR URBAN RENEWAL PLAN.....	31
XIII.	DURATION AND VALIDITY OF APPROVED URBAN RENEWAL PLAN.....	32
	DURATION OF URBAN RENEWAL PLAN.....	32
	VALIDITY.....	32
XIV.	PROJECTS INCLUDING PUBLIC BUILDINGS.....	32
XV.	EXHIBITS.....	33

I. INTRODUCTION

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

Original Plan Introduction (2000)

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

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

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

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

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

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

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

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

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

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

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

"The best future for a community is the one it plans for itself...it honors and learns from the community's past; while turning its strengths."--Sheila Holden

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

Amended and Restated Interstate Corridor Urban Renewal Plan

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

II. PUBLIC INVOLVEMENT

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

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

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

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

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

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

III. GOALS AND OBJECTIVES

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

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

General Principles

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

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

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

Principles by Topic Area

ECONOMIC DEVELOPMENT/JOB

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

(training, equipment, etc.) which are not eligible for urban renewal funding. Support expansion of programs to create market-driven job training components, resource components, and other workforce development components that serve to expand employment opportunities. Develop a network of training partnership agencies which includes Area schools and employers to ensure effective service delivery for residents.

7. **Family-Wage Jobs.** Prioritize maintaining and attracting family-wage jobs in the Area. Family wage refers to incomes that can sustain a family, including a full range of benefits (medical, etc.).
8. **Existing Residents.** Provide opportunities for current Area residents to obtain new jobs and create wealth before, during, and after construction of the light rail line, in part by striving to utilize Area residents and businesses on all project phases and new developments within ICURA.
9. **Positive Business Environment.** Recognizing that each area of ICURA serves a different purpose and that all areas help enrich the fabric of the entire community, create an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. Ensure compatibility between commercial, industrial, and residential areas for their mutual benefit. Improve the community's economic capacity to support business.
10. **Job Access.** Optimize access of Area residents to employment opportunities both inside and outside of ICURA.
11. **Child Care.** Support efforts to improve access to stable, quality child care through the development of child care networks, provider training, facilities improvements, transportation needs, and provider business development. Employers benefiting from urban renewal will be encouraged to describe how they will assist workers with child care prior to receiving urban renewal support.
12. **Economic Development Strategy.** Work toward accomplishing the goals of the City of Portland's Economic Development Strategy (the "EcDev Strategy") and Neighborhood Economic Development Strategy (the "NED Strategy") to create thriving commercial areas, successful neighborhood businesses, and equitable access to quality jobs throughout the Area. Strive to position neighborhoods, local businesses and their residents to connect to and compete in the regional economy

HOUSING

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

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

TRANSPORTATION

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

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

REVITALIZATION

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

URBAN FORM/ URBAN DESIGN/HISTORIC PRESERVATION

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

PARKS & OPEN SPACE

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

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

COMMUNITY FACILITIES/PUBLIC BUILDINGS/INFRASTRUCTURE

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

IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

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

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

City of Portland’s Economic Development Strategy

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

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

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

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

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

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

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

V. URBAN RENEWAL AREA

Description

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

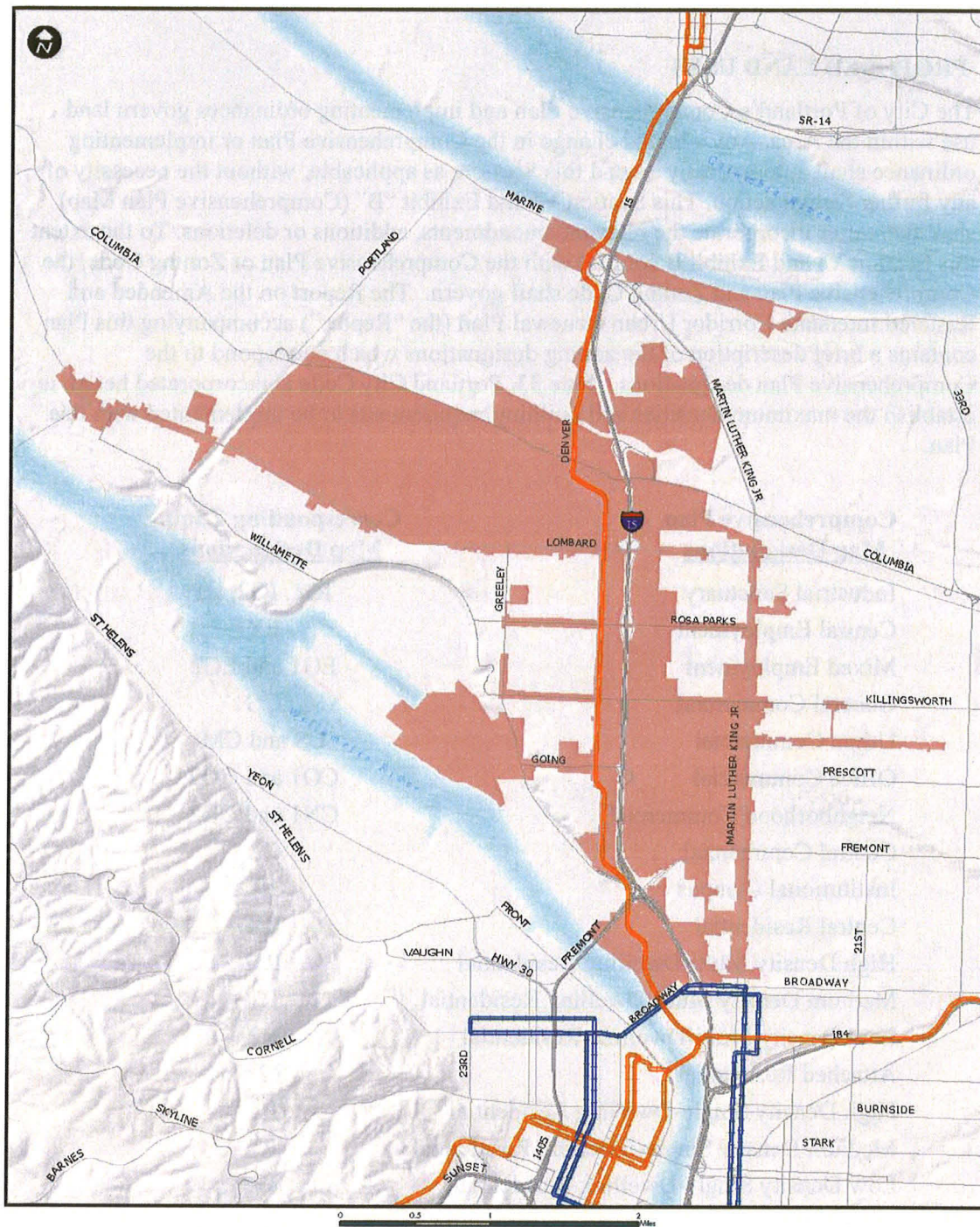
University Park: The University Park neighborhood is home to the University of Portland and surrounding residential areas with the commercial district focused on N. Lombard Street. The commercially zoned properties along N. Lombard Street which support the residential area and the university are also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

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

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

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

Interstate Corridor Urban Renewal Area Map



Amended and Restated Interstate Corridor Urban Renewal Area Boundary

Amended ICURA

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

Legal Description

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

VI. PROPOSED LAND USES

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

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

VII. URBAN RENEWAL PROJECTS & PROGRAMS

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

Infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

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

Property Redevelopment

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

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

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

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

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

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

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

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

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

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

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

- (a) Green Features Grant: Provides grants to businesses that need assistance undertaking sustainable improvements to their buildings.
- (b) Community Livability Grant: Provides grants for capital improvement projects that implement community livability goals. Grants are generally provided to neighborhood associations, business associations, public or nonprofit tax exempt entities who provide community benefits.

Housing

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

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

- (a) Homebuyer Program: Provide financial assistance to those seeking to purchase a home in the Area, either directly or through subsidized construction or permanent loans to project developers;
- (b) Home Rehabilitation Program: Provide financial assistance to homeowners in the Area for the purpose of making repairs and improvements to homes and property;
- (c) Housing Development Program: Provide technical and/or financial assistance to developers of housing in the Area that furthers the goals and objectives of this Plan;

- (d) **Rental Property Repair:** Provide financial assistance to owners of rental property (including mixed-use projects) in the Area for the purpose of making repairs and improvements to the residential unit and property; and
- (e) **Housing Development:** Land acquisition and transfer for rehabilitation and redevelopment which is consistent with the goals and objectives of this Plan.

Business Development

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

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

Land Acquisition, Improvement and Disposition for Redevelopment Projects

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

Properties currently identified for potential acquisition include:

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

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.

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

Relocation

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

Planning and Administration

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

Developer's Obligations

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

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

X. METHODS FOR FINANCING THE PROJECT

General Description of the Proposed Financing Methods

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

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

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

Self-Liquidation of Costs of Project

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

Prior Indebtedness

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

XI. OTHER PROVISIONS

Non-Discrimination

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

Conformance With City Comprehensive Plan

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

Agreements Between Commission and Property Owners

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

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

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

A. Substantial Amendments

Substantial amendments are solely amendments that:

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

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

B. Council-Approved Amendments

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

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

C. Minor Amendments

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

XIII. DURATION AND VALIDITY OF APPROVED URBAN RENEWAL PLAN

Duration of Urban Renewal Plan

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

Validity

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

XIV. PROJECTS INCLUDING PUBLIC BUILDINGS

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

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

XV. EXHIBITS

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

Exhibit A

**ENGINEERING PLANNING
FORESTRY**

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 Phone: (503) 925-8799
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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;

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

Exhibit A

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

Exhibit A

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

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

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

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

Exhibit A

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

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;

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

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;

Exhibit A

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

Exhibit A

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;

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

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

Exhibit A

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

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

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

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

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

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

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

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

Exhibit A

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

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

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

Exhibit A

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;

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

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

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

- 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;

Exhibit A

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

Exhibit A

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;

Exhibit A

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

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

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

Exhibit A

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

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

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

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

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

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

Exhibit A

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

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

Exhibit A

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

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

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

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

Excepting the following parcels:

Parcel 1:

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

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

- Length of 78.64 feet, and a Chord of North 00°14'48" West 50.00 feet, and then South 89°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°08'42" East 7.48 feet, along a curve to the left with a Radius of 20.00 feet, Delta of 179°59'58", Length of 78.54 feet, and a Chord of North 01° 651'20" East 50.00 feet, and then North 88°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°08'58" West 7.59 feet, along a curve to the left with a Radius of 25.00 feet, Delta of 179°59'48", Length of 78.54 feet, and a Chord of South 01°51'08" West 50.00 feet, and then South 88°08'50" East 7.58 feet to the intersection of the northerly extension of the west line of the east half of Block 21 of the Plat of "Multnomah" and the southerly curb line of N Shaver Street, Assessor Map 1N1E 22CC;
1012. Thence southerly 405 feet, more or less, along said northerly extension and the west line of the east half of said Block 21 to its intersection with the northerly right-of-way line of N Failing Street, and the Point of Beginning, Assessor Map 1N1E 22CC.

Parcel 2:

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

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

Exhibit A

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

Parcel 3:

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

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

Parcel 4:

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

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

Parcel 5:

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

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

Parcel 6:

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

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

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

Parcel 7:

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

1056. Thence northerly 889 feet, more or less, along said east line of the west half of said Block 12 and along the east line of the west half of Block 15 of said Plat to its intersection with the southerly right-of-way line of N Buffalo Street, Assessor Map 1N1E 15BB;
1057. Thence northerly 86 feet, more or less, along the following courses: South 87°45'38" East 6.30 feet, along a curve to the left with a Radius of 25.00 feet, Delta of 182°47'03", Length of 79.80 feet, and a Chord of North 00°50'50" East 50.01 feet, and then North 09°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-

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

Parcel 8:

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

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

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

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

Parcel 9:

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

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

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

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

Parcel 10:

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;

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

Exhibit A

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

Parcel 11:

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

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

Exhibit A

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

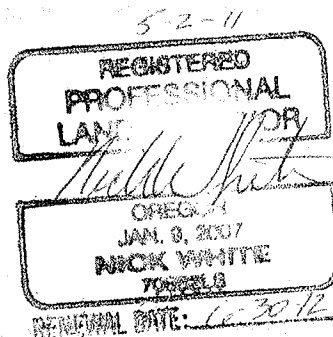
1210. Thence southerly 134 feet, more or less, along said west line and the southerly extension thereof to its intersection with the southerly right-of-way line of NE Hancock Street, Assessor Map 1N1E 27DD;
1211. Thence easterly 116 feet, more or less, along said southerly right-of-way line to its intersection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

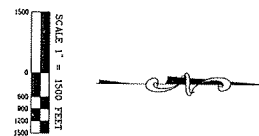
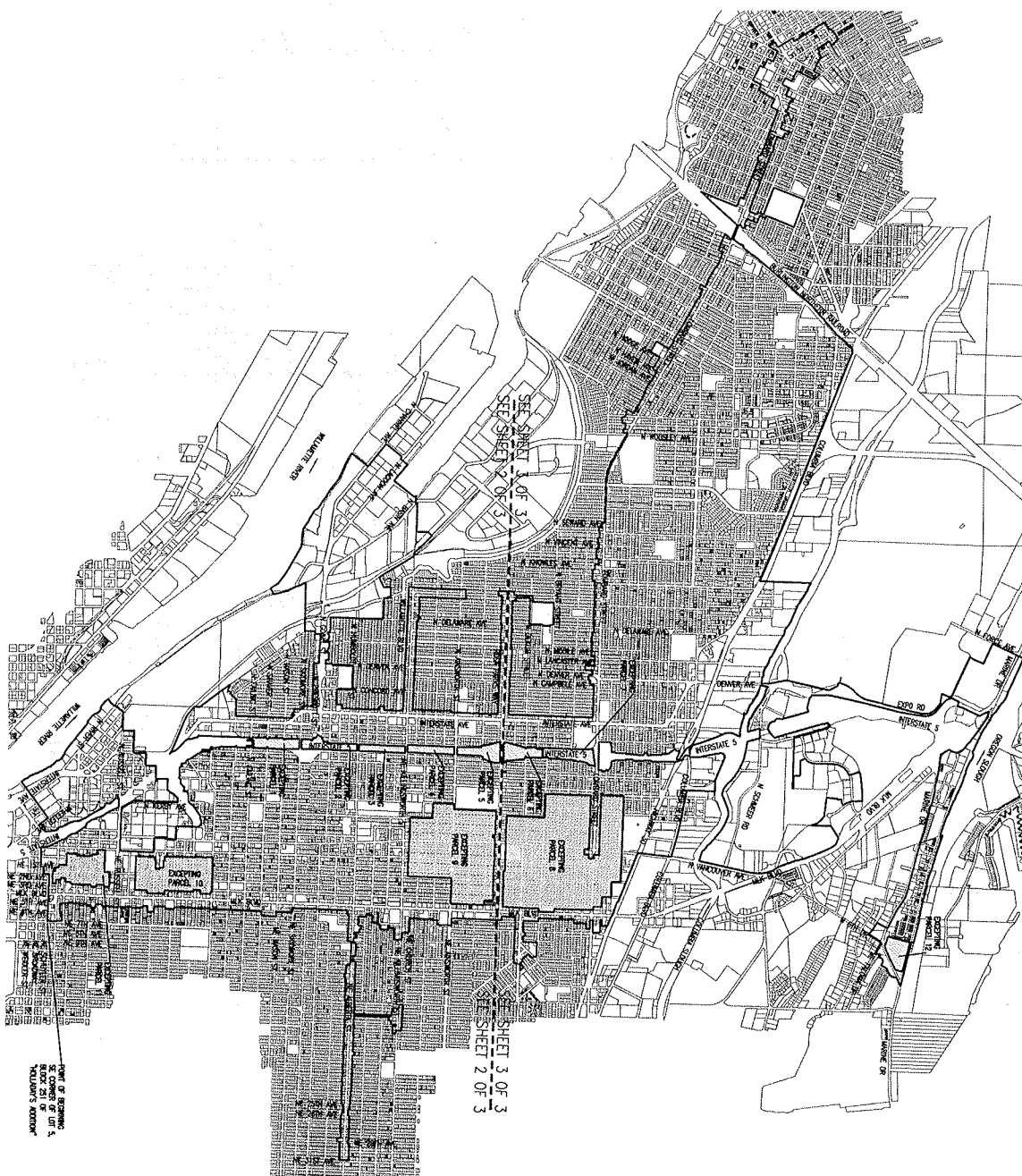
Parcel 12:

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

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

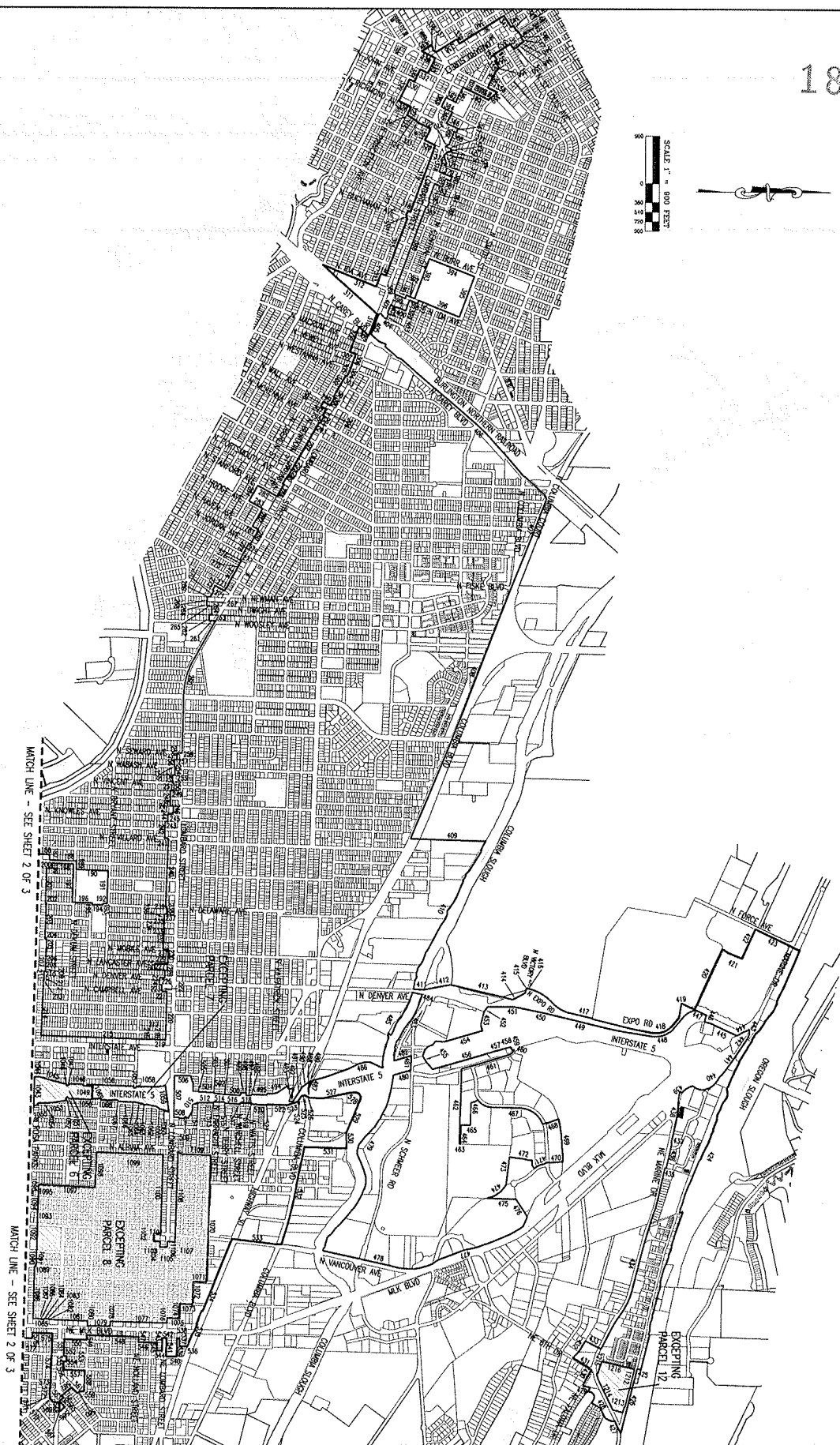




DATE: 04/29/2011

<p>1 OF 3</p>	<p>SHEET</p>	<p>28.56</p>	<p>DATE: 04/29/2011</p>	<p>PROJECT: INTERSTATE URBAN RENEWAL AREA; OVERVIEW MAP</p>	<p>3990 ACRES±</p>	<p>PORTLAND OREGON</p>	<p>AKS ENGINEERING & FORESTRY</p>	<p>13910 SW CALBREATH DR., SUITE 100, SHERWOOD, OR 97140</p>	<p>PHONE: (503) 925-8799 FAX: (503) 925-8969</p>	<p>ENGINEERING • PLANNING SURVEYING • FORESTRY</p>	<p>EXHIBIT 1.A, LEGAL DESCRIPTION MAP INTERSTATE URBAN RENEWAL AREA; OVERVIEW MAP 3990 ACRES±</p>	<p>INTERSTATE URBAN RENEWAL AREA</p>	<p>PORTLAND</p>	<p>OREGON</p>	<p>AKS ENGINEERING & FORESTRY</p>	<p>13910 SW CALBREATH DR., SUITE 100, SHERWOOD, OR 97140</p>	<p>PHONE: (503) 925-8799 FAX: (503) 925-8969</p>	<p>ENGINEERING • PLANNING SURVEYING • FORESTRY</p>	<p>EXHIBIT 1.A, LEGAL DESCRIPTION MAP INTERSTATE URBAN RENEWAL AREA; OVERVIEW MAP 3990 ACRES±</p>	<p>INTERSTATE URBAN RENEWAL AREA</p>	<p>PORTLAND</p>	<p>OREGON</p>	<p>AKS ENGINEERING & FORESTRY</p>	<p>13910 SW CALBREATH DR., SUITE 100, SHERWOOD, OR 97140</p>	<p>PHONE: (503) 925-8799 FAX: (503) 925-8969</p>	<p>ENGINEERING • PLANNING SURVEYING • FORESTRY</p>
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DATE: 04/29/2011

3 OF 3
SHEET
2836
JOB NUMBER

PROJECTED
LAND SURVEYOR
JANUARY 1, 2007
NUMBER 170077

PREPARED FOR
PORTLAND DEVELOPMENT
COMMISSION
RENEWAL OF 8799
SHERWOOD, OR 97140
SHEET 2836

ENGINEERING - PLANNING
SURVEYING - FORESTRY
15910 SW CALBREATH DR.,
SUITE 100
SHERWOOD, OR 97140
PHONE: (503) 925-8799
FAX: (503) 925-8969

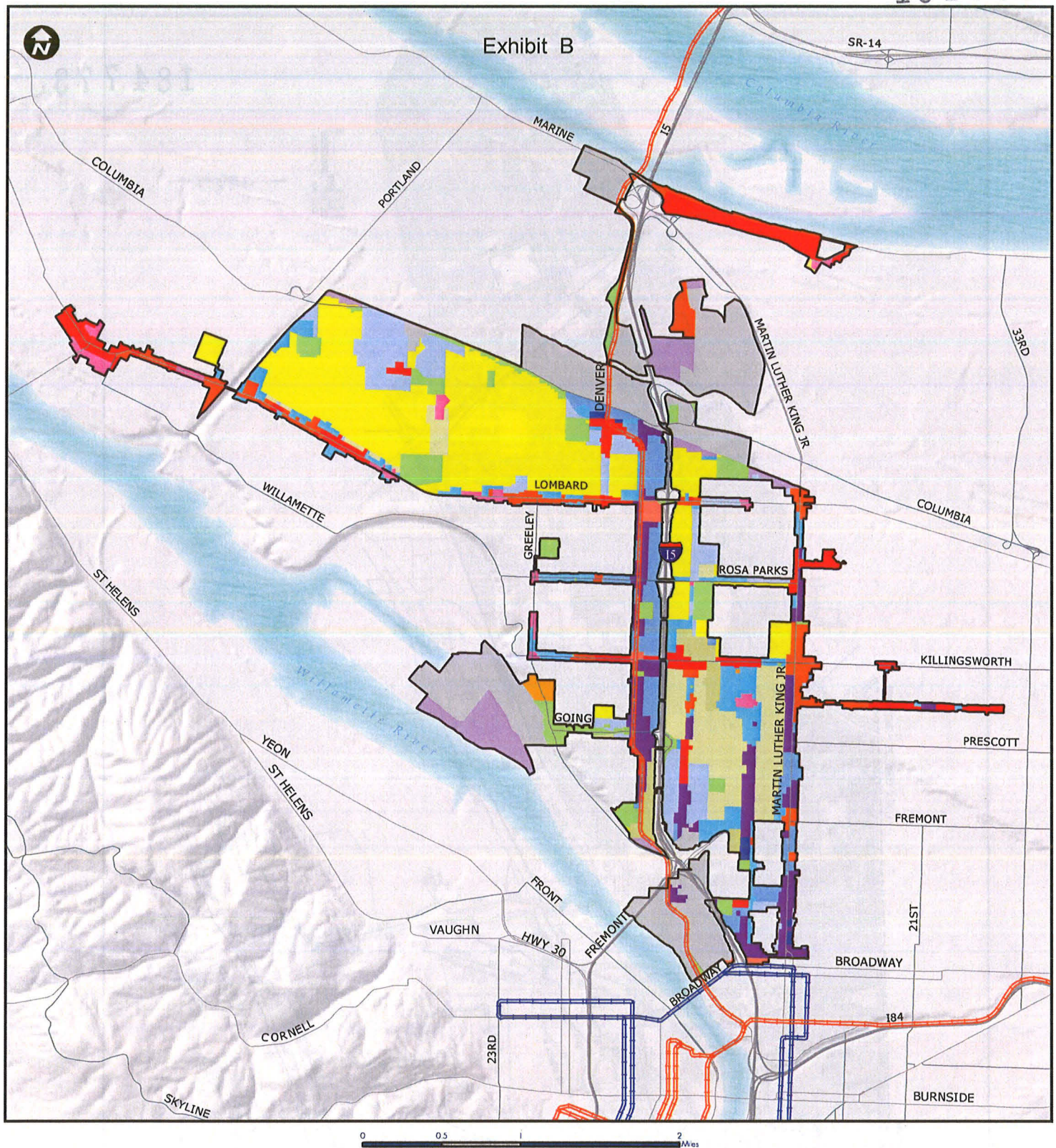


EXHIBIT 1.A,
LEGAL DESCRIPTION MAP
INTERSTATE URBAN RENEWAL
AREA; NORTH HALF
3990 ACRES±

INTERSTATE URBAN
RENEWAL AREA

PORTLAND

OREGON



Amended and Restated Interstate Corridor Urban Renewal Area - Comp Plan

- | | | |
|--|---|---|
| ■ Open Space | ■ High Density Multi-Dwelling Residential | ■ Central Commercial |
| ■ Single Dwelling Residential 10,000 | ■ Central Multi-Dwelling Residential | ■ Neighborhood Commercial |
| ■ Single Dwelling Residential 5,000 | ■ Institutional Residential | ■ Central Employment |
| ■ Single Dwelling Residential 2,500 | ■ Urban Commercial | ■ Mixed Employment |
| ■ Low Density Multi-Dwelling Res. 2,000 | ■ General Commercial | ■ Industrial Sanctuary |
| ■ Medium Density Multi-Dwelling Res. 1,000 | ■ Office Commercial | |