WOOD VILLAGE URBAN RENEWAL PLAN

Approved February 23, 2010

CITY OF Wood Village

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I. INTRODUCTION

A. Background

The City of Wood Village is located near the northeast corner of the Portland metropolitan region, fifteen miles from the Portland central district. The community lies approximately one and one half miles south of the Columbia River and straddles I-84, the only freeway connecting eastern Oregon with the Portland metropolitan area. The City of Fairview is adjacent to the west, Troutdale is adjacent to the north and east, and Gresham is adjacent to the south.

Wood Village contains a main road to Mt. Hood that is part of the Mt. Hood Scenic Highway Corridor. Wood Village sprang to life as a planned community in 1942 to provide housing for the Reynolds aluminum factory workers during WWII. It was incorporated as a city in 1951 and has grown to include a diverse community of 3,130[1] citizens, as well as a large variety of commercial and industrial businesses.

In anticipation of redevelopment occurring on the Multnomah Greyhound Park site, coupled with the City of Wood Village's desire to see redevelopment within the City, an urban renewal feasibility study was completed in 2008. This study proposed an urban renewal boundary (hereby referred to as the "Area"), assessed the conditions of the Area, considered potential projects and projected how much funding might be available through the use of urban renewal. The Wood Village City Council reviewed this feasibility study and approved proceeding with the preparation of an urban renewal plan for review and consideration by the Wood Village community, Mayor and City Council. As part of this review, some additional parcels were added to the Area. The boundary can be seen in Figure 1.

B. Purpose of Urban Renewal

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether or other obstacles to development.

Urban renewal allows for the use of tax increment financing to fund urban renewal projects. Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities and other public facilities, assistance for rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections III and IV.

[1] Portland State University, December 15, 2009, Certified July 1, 2009 Population Estimate.

WOOD VILLAGE URBAN RENEWAL PLAN

The Wood Village Urban Renewal Area (hereby referred to as the "Area") lacks adequate pedestrian connections and infrastructure improvements throughout, and there are no assistance programs to facilitate development in the Area. The projects in the Wood Village Urban Renewal Plan (hereby referred to as the "Plan") address these needs.

This Plan has been developed with the input of the City through consultation with neighborhood groups and public forums.

The Area, shown in Figure 1, consists of approximately 128.58 acres of land, including rights of way.

The Plan will be administered by the Wood Village Urban Renewal Agency (herby referred to as the "Agency"), which was established by the City Council of the City of Wood Village as the city's Urban Renewal Agency on January 12, 2010. Major changes to the Plan, if necessary, must be approved by the City Council, as outlined in Section VIII of this Plan. The Plan is accompanied by an Urban Renewal Report (herby referred to as the "Report") that contains additional information as required by ORS 457.085. The information in the Report is the technical information, which includes:

- A description of the physical, social and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased population or added services;
- Reasons for selection of each area in the Plan;
- The relationship between each project to be undertaken and the existing conditions;
- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of tax increment funds required in the Area, the anticipated year in which the debt will be retired;
- A financial analysis of the Plan, with sufficient information to determine feasibility;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the Area, and;
- A relocation report.

The Plan is anticipated to take 21 years to implement, although the tax increment financing of the Plan may extend beyond 21 years. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is $11,750,000.

II. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The goals are linked to sections of the Wood Village Comprehensive Plan. The identification after the colon (:) identifies the Plan's project categories to correspond to the Comprehensive Plan categories. The urban renewal projects identified in Chapters III and IV of the Plan are the specific means of meeting the objectives.

Goals and Objectives:

A. Citizen Involvement

Goal: To provide for citizen involvement in all phases of the planning process.

Objectives:

1. Meet with citizen groups to explain urban renewal and receive input.
2. Conduct public meetings to allow for input of citizens of Wood Village.

B. Transportation: Infrastructure

Goal: To help provide for and encourage a safe, convenient and efficient transportation system.

Objectives:

1. Implement transportation improvements that will increase access, beautify streetscapes, and mitigate traffic impacts.
2. Promote pedestrian activity within the Area, including but not limited to sidewalks, street furniture, signs and non-conforming sign removal and beautification of the Area.

C. Economy: Economic Development Assistance

Goal: To diversify and improve the economy of Wood Village.

Objectives:

1. Convert underutilized land into productive development that will provide jobs and add to the commercial base in the Area.
2. Facilitate development through acquisition and sale of property.
3. Facilitate development through assistance to property owners.
4. Provide incentives for job creation.
6. Provide assistance in the form of small grants or low interest loans for new construction to comply with development standards for storefronts and building facades.
7. Under an Industry Grants Program, provide grants to companies that invest in the Area and provide manufacturing jobs.

D. Redevelopment Assistance

Goal: To provide assistance to improve the economic condition of the Area.

Objectives:

1. Convert underutilized land into productive development that will provide jobs and add to the commercial base in the Area.
2. Facilitate development through acquisition and sale of property.
3. Facilitate development through assistance to property owners.
4. Acquire real property in the Area to assemble for desired redevelopment. Provide assistance in the form of small grants or low interest loans for new construction to comply with development standards for storefronts and building facades.
5. Implement projects in the Area that will complement business efforts and mixed uses to create an inviting and attractive shopping, living, and dining experience.

E. Housing: Housing Development

Goal: To provide safe housing that meets current building code standards and increases the density of housing either through redevelopment or mixed-use construction.

Objectives:

1. Analyze potential of new housing development.
2. Assist in the creation of cottage-style housing perhaps for artisans and art manufacturing.
3. Provide assistance for new construction to comply with mixed-use development standards for storefronts and building facades.

F. Public Facilities

Goal: To plan for, assist, and construct an efficient arrangement of public facilities and services to accommodate new and existing development and preserve the City's heritage.

Objectives:

1. Improve existing utilities where needed.
2. Assess public infrastructure in the Area and provide cost estimate to improve facilities to current city standards and meet future needs.
3. Improve city utilities in the Area to meet city standards and increase capacity to meet service demands of anticipated development.
4. Assist in the relocation of City Hall.
5. Provide facilities improvements for Sherriff's local office.
7. Install historic markers and statues at the Donald L. Robertson Park.

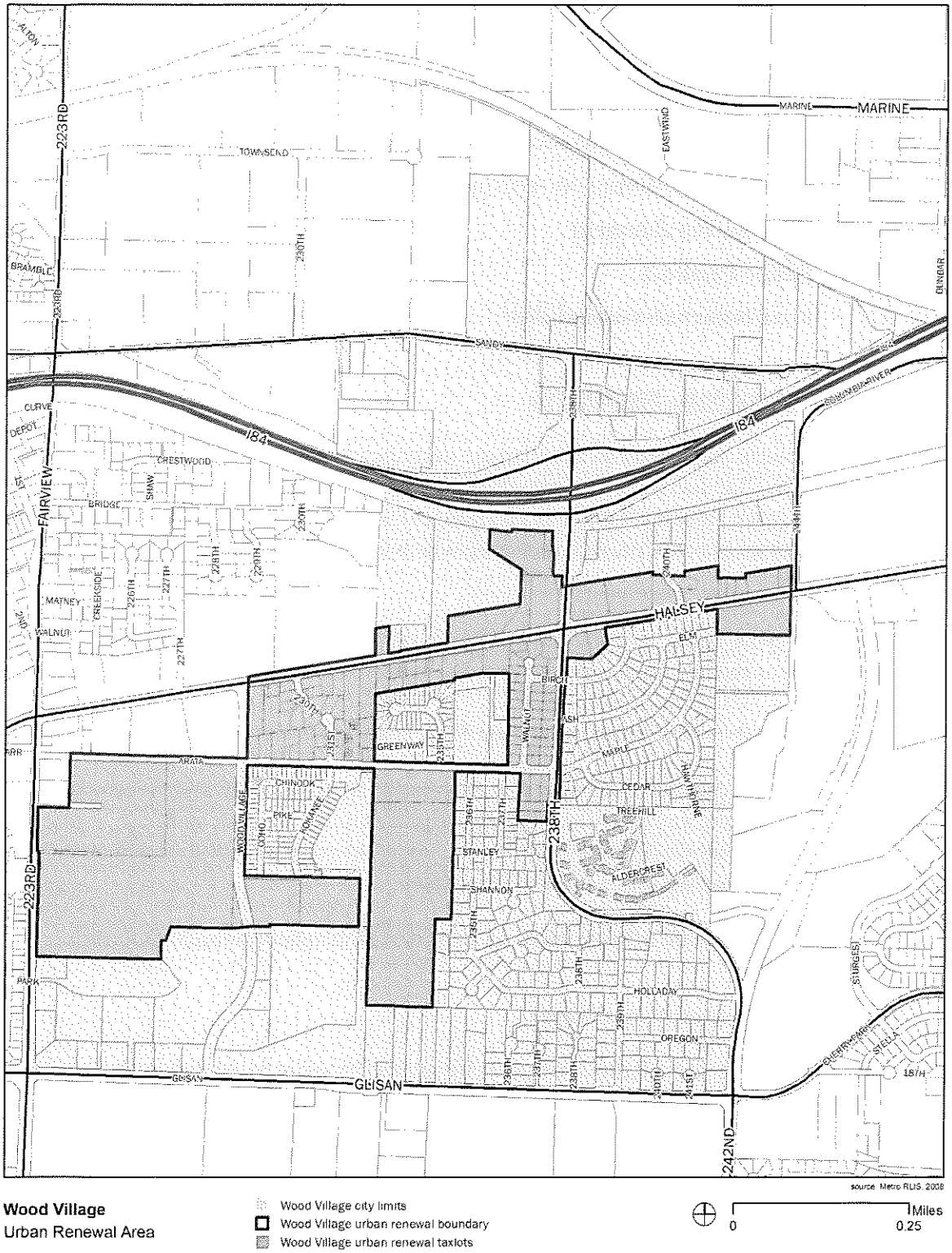
E. Energy: Environment and Sustainability

Goal: To plan for an environmentally clean and sustainable Wood Village.

Objectives:

1. Assist in development of buildings to LEED standards.
2. Assist in developing environmentally friendly utility systems to support existing and future development.
3. Assist in developing alternate energy sources for public facilities.

Figure 1. Urban Renewal Area Boundary



III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

The projects are designed to support economic development and to enhance the residential environment in the Area. An outline of major urban renewal project activities is shown in this section. Descriptions of the projects are in Section IV.

A. Infrastructure Improvements

B. Redevelopment Assistance

C. Economic Development Assistance

D. Housing Development

E. Public Facilities

F. Environment/Sustainability

IV. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include streetscape projects, a business assistance program, a redevelopment program, funding for a new city hall and housing assistance. The scope, budget and priorities for urban renewal projects and programs will be decided by the Agency as it administers the Plan.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are:

A. Infrastructure Improvements: Streets and Sidewalks

1. Construct streetscape improvements to Arata Road and Halsey Street that may include sidewalks, lighting, furniture, planting beds, art, signage, historic heritage information, undergrounding of utilities and other streetscape features as designated.

2. Provide infrastructure as identified with redevelopment proposals.

B. Redevelopment Assistance

1. Create a Redevelopment Assistance Program to allow for the acquisition of property from willing sellers, assembly of property and eventual resale of property for redevelopment. Part of this program would allow for building façade grants and/or loans and other assistance as identified by the Agency. Relocation will be covered as required by statute.

C. Economic Development Assistance

1. Create a Business Development Toolbox, including:

   a) Business development and technical assistance program. A business development program, including a technical assistance component, would be developed by the Agency after adoption of the Plan. This program's goals would be to facilitate development of business in the Area that will result in the construction of new buildings or the rehabilitation of existing buildings.

   b) Recruitment and marketing program. A business recruitment and marketing program would be developed by the Agency after adoption of the Plan. The program's goals would be to attract new businesses, which would result in new construction or rehabilitation of existing improvements in the Area.

   c) Acquisition assistance. Assistance in acquiring properties to further development in the Area. (This could be covered in the Redevelopment Assistance Program described in B. above.)

   d) Assistance promoting job creation. The program's goals would be to attract new businesses, which would result in new construction or rehabilitation of existing improvements in the Area.

D. Housing Development

1. Create a Housing Development Toolbox, including:

Housing development and technical assistance program. A housing development and technical assistance program would be developed by the Agency after adoption of the Plan. The program's goals would be to facilitate development of housing in the Area. Activities would include but not be limited to:

   a) Analyzing potential of new housing development.

   b) Assisting in the creation of cottage-style housing for artisans and art manufacturing.

   c) Providing assistance for new construction to comply with mixed-use development standards for storefronts and building facades.

E. Public Facilities

1. Construct eight inch looping water lines from Arata Road to Halsey Street on the Wood Village Boulevard alignment

2. Construct Arata Road stormwater drainage improvements.

3. The existing City Hall would be relocated if the opportunity becomes available. This future relocation may be needed to better provide services to the community, to facilitate redevelopment of the existing site, and to locate outside of an earthquake hazard zone. The City Hall serves and benefits the Area by providing public services to the Wood Village community, including information, permits and access to public meetings.

4. The Multnomah County Sherriff is in need of a branch office. Some funding to assist in this new facility may be provided by tax increment financing. The Sherriff's office serves and benefits the Area by providing law enforcement and crime prevention services to the Area.

5. Provide utility improvements, including stormwater, sewer and water, in the Area.

6. Prepare facilities' master plans and design standards and inventory public infrastructure utilizing GIS mapping if feasible.

7. Install amenities including City Gateway sign design, historic markers and statues at City Park. Provide funding for non-conforming sign removal.

F. Environment/Sustainability

1. Develop a Sustainable Projects Assistance Program as part of the Business Development Toolbox. A Sustainable Projects Assistance Program would be developed by the Agency after adoption of the Plan. This program would provide funding to assist developers in design of LEED certified buildings and in the construction of facilities that are environmentally friendly - this could include alternative energy sources, energy efficient landscaping and other environmentally friendly practices as determined by the Agency.

2. Assist in developing alternative energy sources for public facilities.

V. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use. Eminent domain would only be used if necessary for the acquisition of land for public improvements, and after the Agency has taken all steps required by law to attempt to acquire the land by voluntary agreement with the property owner.

A. Property Acquisition for Public Improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means.

B. Property Acquisition from Willing Sellers

The Plan authorizes the Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but, except as noted below, only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property other than as described in Section V, Part A, above.

C. Land Disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for construction and/or maintenance of the public improvement. The Agency may retain such property during construction of the public improvement. The schedule for disposition of land for a public improvement project will be determined by the timing of the construction of the public improvement.

The Agency may dispose of property acquired under Section V, Part B by conveying any interest in the property. The schedule for disposition of land acquired under Subsection B. of this Section V will be determined by the Agency when the Agency determines the acquisition is necessary pursuant to Section V, Part B, above. These determinations may be made by Resolution of the Agency.

Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency in its discretion determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VI. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations as necessary for the administration of relocation assistance.

VII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. Under current law, the property taxes for General Obligation bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or Local governments or other public bodies;
- Loans, grants, dedications or other contributions from private developers and property owners, including but not limited to, assessment districts, and;
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457, in connection with the implementation of this Plan.

The financing for projects in the early stages of the urban renewal plan may come from the City of Wood Village, or other public sources. If approved by the Agency, these loans will be considered an obligation of the Plan and will be repaid from anticipated tax increment revenues, as shown in Section VIII of the Urban Renewal Report.

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution and ORS 457.440. Amounts

collected pursuant to ORS 457.440 shall be deposited into the un-segregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion, is $11,750,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of Wood Village in connection with the preparation of this Plan, or prior planning efforts that support the preparation or implementation of this Plan, may be repaid from tax increment revenues from the Area, when, and if, such funds are available.

VIII. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area, or;
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission and approval by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Wood Village, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and .115.

B. Council Approved Amendments

Council Approved Amendments consist solely of amendments that result in:

- Material changes to the goals and objectives of the Plan, or;
- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

Council Approved Amendments require approval by the Agency by resolution and by the City Council by ordinance.

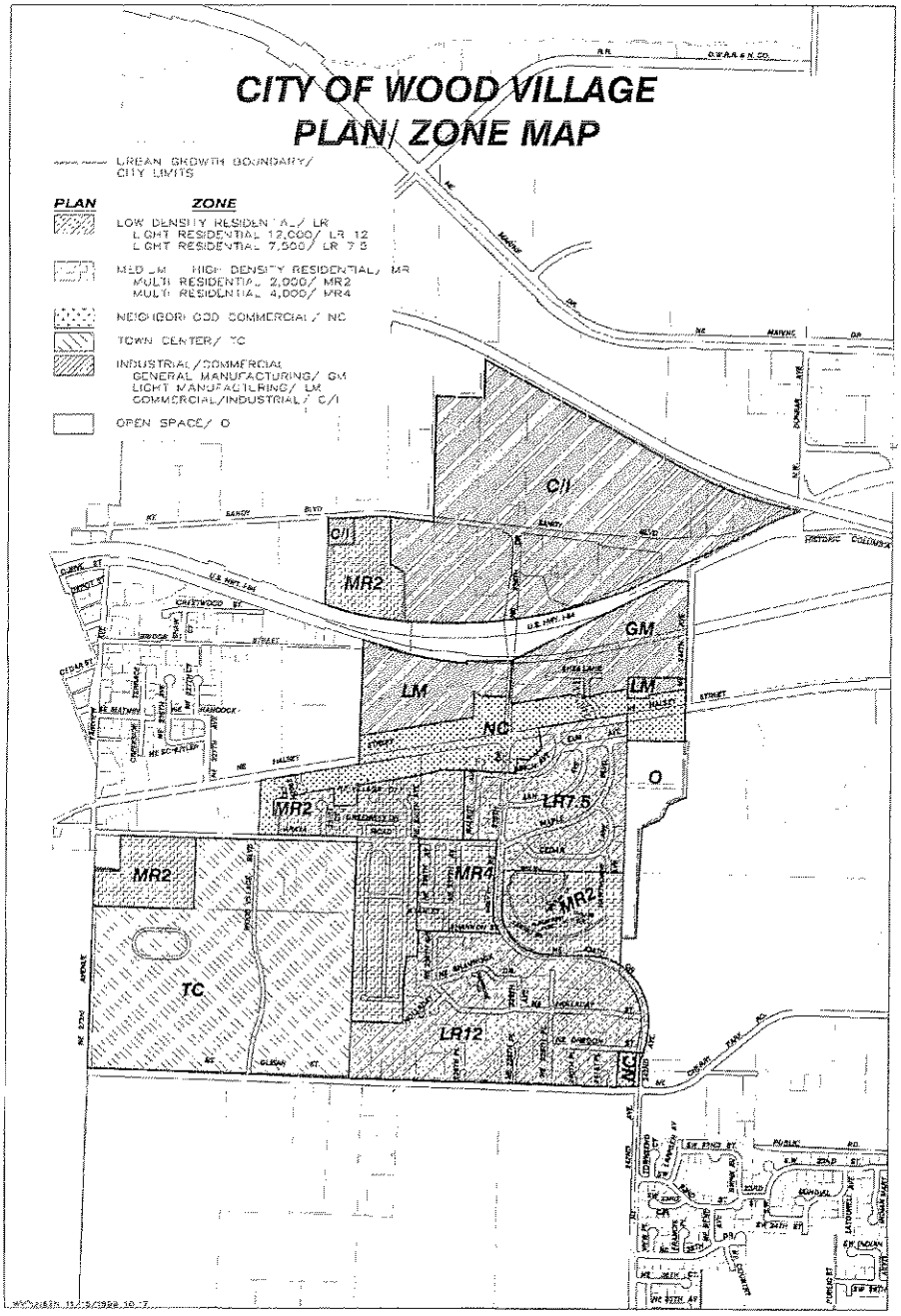
C. Minor Amendments

Minor Amendments are amendments that are not Substantial or Council Approved Amendments. They require approval by the Agency by resolution.

D. Amendments to the Wood Village Comprehensive Plan and/or Wood Village Zoning Code

Amendments to the Wood Village Comprehensive Plan and/or Wood Village Zoning Code that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

Figure 3. Comprehensive Plan and Zoning Designation



IX. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the City of Wood Village's Comprehensive Plan, Wood Village Zoning and Development Code and the City of Wood Village Transportation System Plan Roadway Element. This Section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates and an explanation of how the Plan relates to these goals and policies.

Figure 3 shows the Comprehensive Plan and Zoning Designations. The numbering of the goals and policies will reflect the numbering, which occurs in the original document. The wording in these sections comes directly from the respective documents so it cannot be changed. It is shown in *italicized text.* The wording in regular text is text that has **not** been taken directly from an original planning document, but is how the original document relates to the Urban Renewal Plan.

A. City of Wood Village Comprehensive Plan

The City of Wood Village Comprehensive Plan can serve well as a guide to aid city officials, land owners, developers, and others involved in making future land use decisions. It has been developed through evaluation of technical information including geography, population projections, soils, hydrology, transportation, economics, and public facilities, along with the assistance of those responsible citizens who took time to participate in the planning process.

1. CITIZEN INVOLVEMENT

Goal: *To develop a citizen involvement program that insures opportunity for citizens to participate in all phases of the planning process.*

The Plan relates to this goal as there was a comprehensive planning process undertaken in the building of the Plan. The initial step was the undertaking of the Urban Renewal Feasibility Study by Tashman Johnson LLC in 2008, which was presented in a public meeting to the Wood Village City Council. Following the Feasibility Study, the City Council authorized the development of an Urban Renewal Plan, which included a vast amount of public input. The City Administrator and the Assistant to the City Administrator met with neighborhood groups to review the proposed plan and public forums were held to gain additional public input. The Plan was also presented to the Planning Commission and City Council.

2. AIR, WATER AND LAND RESOURCES QUALITY

***Goal**: To maintain and improve the quality of air, water and land resources in the City of Wood Village.*

The Plan relates to this goal as the Plan provides for a program to address environmental concerns by supplying assistance for sustainability projects.

3. ECONOMIC DEVELOPMENT

***Goal:** To diversify and improve the economy of Wood Village.*

The Plan relates to this goal as the Plan incorporates projects including business assistance, infrastructure and streetscape improvements, and development and redevelopment loan funds which will maintain and attract businesses and development which will relate to business within the Area.

Policies:

1. Encourage a variety of commercial development along the north side of Halsey Street which will draw visitors east-west through the community rather than south through the residential areas.

The Plan relates to this policy as it provides for both a business assistance toolbox and for assistance for redevelopment in the Area.

4. Allow designation of property to meet the need for commercial/retail services, employment and entertainment opportunities to complement the area's developing industrial base. Encourage a variety of residential, commercial, office and compatible industrial uses by designating the lands north of Glisan and east of 223rd owned by the Multnomah Kennel Club for mixed use development.

The Plan relates to this policy as it provides for both a business assistance toolbox and for assistance for redevelopment in the Area. The Multnomah Greyhound Park and other parcels are specifically designated as opportunity sites in the development assumptions used in the Report on the Plan.

5. Encourage redevelopment of underutilized lands and substandard structures.

The Plan relates to this policy as it provides for both a business assistance toolbox and for assistance for redevelopment in the Area. The Multnomah Greyhound

Park, and other parcels, are specifically designated as opportunity sites in the development assumptions within the Report on the Plan.

6. Meet Metro's Functional Plan employment targets.

The Plan relates to this policy as it provides for both a business assistance toolbox and for assistance for redevelopment in the Area, which will spur additional development and create employment opportunities.

8. Encourage new employment opportunities that are well connected by all modes of transportation to existing and planned residential areas in Wood Village.

The Plan relates to this policy as it provides for both a business assistance toolbox and for assistance for redevelopment in the Area. Given the size of the City of Wood Village, employment opportunities which are created as a result of the Plan are within easy access of residential areas. In addition, the streetscape improvements on Arata Road and Halsey Street will assist in pedestrian travel within the Area.

4. HOUSING

Goal: *To provide for the housing needs of the City of Wood Village.*

The Plan relates to this policy as it provides for the ability to analyze existing housing and housing development needs and to assist developers in the development of housing.

5. PUBLIC FACILITIES AND SERVICES

Goal: *To plan for, and develop a timely, orderly, and efficient arrangement of public facilities and services to accommodate new and existing development.*

The Plan relates to this policy as it provides for the potential of assistance in the redevelopment of City Hall and potential assistance for improvement of the Sherriff's office. It also provides for review of existing facilities and potential for upgrades of facilities.

6. TRANSPORTATION

Goal: *To help provide for and encourage a safe, convenient, and economical transportation system.*

The Plan relates to this goal as it provides for streetscape improvements on Arata Road and Halsey Street.

Policies:

3. The City shall require compliance with the Transportation System Plan (TSP) as a criteria for approval of development and plan amendment proposals. The City will implement the TSP to achieve a multi-modal transportation system including street, transit, bicycle, pedestrian, and rail facilities.

The Plan relates to this policy as it provides for streetscape improvements on Arata Road and Halsey Street.

4. The City will use adopted road, sidewalk, bike and pedestrian path standards to govern the improvements of those public and private facilities.
5.
The Plan relates to this policy as it provides for streetscape improvements on Arata Road and Halsey Street.

10. Improve bicycle and pedestrian access to the Town Center, the City park and institutional uses from existing and new residential areas in Wood Village.

The Plan relates to this policy as it provides for streetscape improvements on Arata Road and Halsey Street.

11. Develop and construct bikeways and pedestrian accessways to minimize potential conflicts between transportation modes.

The Plan relates to this policy as it provides for streetscape improvements on Arata Road and Halsey Street.

7. ENERGY CONSERVATION

***Goal**: To utilize land use planning as a tool in the effort to enhance energy conservation.*

The Plan relates to this policy as it provides for programs and projects which will encourage development within Wood Village using the existing land use designations.

8. URBANIZATION

***Goal**: To provide for an orderly transition from rural to urban land uses as areas around the City become developed.*

The Plan relates to this goal as it provides for both a business assistance toolbox and for assistance for redevelopment in the Area. The Multnomah Greyhound Park, and other parcels, are specifically designated as opportunity sites in the development assumptions within the Report on the Plan. Development of these sites will aid in protecting rural properties from development pressure.

Policies:

9. *The City of Wood Village will continue to encourage infill of vacant land within the City to ease the demand on agricultural areas.*

The Plan relates to this policy as it provides for both a business assistance toolbox and for assistance for redevelopment in the Area. The Multnomah Greyhound Park, and other parcels, are specifically designated as opportunity sites within the Report on the Plan.

B. Wood Village Zoning Code

The City's Zoning Districts are shown in Figure 3. The Plan is not proposing any new zones nor land uses nor that any of the existing zones or land uses be modified. The Plan will comply with all requirements of the existing zoning.

210. LIGHT RESIDENTIAL ZONES

(210.100) ***Purpose.*** *The light residential zones are intended to preserve land primarily for individual households in a low density residential neighborhood environment. While some non-household living uses are allowed, they are regulated such that the overall character of the zones is not sacrificed.*

The Plan relates to this section of the Wood Village Zoning Code as some of the land within the Area is zoned Light Residential. The Plan will comply with this section of the Wood Village Zoning Code.

220. MULTI- RESIDENTIAL ZONES

(220.100) ***Purpose.*** *The multi-residential zones are intended to preserve land primarily for multi-dwelling housing in a higher-density residential neighborhood environment. While some non-household living uses are allowed, they are regulated such that the overall character of the zones is not sacrificed.*

The Plan relates to this section of the Wood Village Zoning Code as some of the land within the Area is zoned Multi-Residential (MR2 and MR4). The Plan will comply with this section of the Wood Village Zoning Code.

230. COMMERCIAL ZONES

(230.100) ***Purpose.*** *The commercial zones are intended to promote uses and development which improve the economic vitality of the commercial districts and*

the city as a whole. Limits on the intensity of uses combined with the development standards provide flexibility while enhancing the desired character of the commercial area.

A. ***Neighborhood Commercial****. This zone is intended for convenience retail and service establishments of limited scale to serve primarily the needs of local residents. Such uses shall be physically and visually compatible with adjacent residential development through appropriate use of landscaping, access, parking, signs and architectural design.*

This zone is intended to promote a compatible combination of small-scale retail commercial uses and medium to high-density residential uses along Halsey Street and Wood Village Blvd (between Arata Road and Halsey Street) where there is frequent transit service and a pedestrian-oriented streetscape. Uses are restricted in size to promote a local orientation and to limit adverse impacts on nearby residential areas. Housing options are expanded to encourage upstairs residences over storefront commercial, townhouses, and rowhouses with quality pedestrian access to transit and services.

The Plan relates to this section of the Wood Village Zoning Code as some of the land within the Area is zoned Neighborhood Commercial. The Plan will comply with this section of the Wood Village Zoning Code.

235. TOWN CENTER ZONE

(235.100) ***Purpose.*** *This mixed use zone is specifically designed to encourage convenient living, working and shopping through a well-designed mixture of commercial, residential and employment uses. Special requirements ensure that housing will be built as part of larger commercial developments, and that open spaces and frequent pedestrian connections will be provided. The development standards provide flexibility while ensuring compatibility of adjacent uses. The zone encourages more dense housing within walking distance of commercial areas.*

The Plan relates to this section of the Wood Village Zoning Code as some of the land within the Area is zoned Town Center. The Plan will comply with this section of the Wood Village Zoning Code.

C. City of Wood Village Transportation System Plan Roadway Element

The City of Wood Village Transportation System Plan Roadway Element (hereby referred to as "TSP") was prepared by *DKS Associates* in September of 2001. It assesses the existing conditions of the roads within the city, future demand and land use, the needs for the motor vehicle system for both existing and future conditions and outlines funding sources for planned improvements.

There are two main road classifications in the Master Road Plan: Arterial Streets (minor and major) and Collector Streets (major and neighborhood). The roads within the Area are Minor Arterials and neighborhood collectors. The road classifications are consistent with the Multnomah County roadway classifications.

Minor Arterials:	
NE Halsey Street:	*Provides access to arterial and collector streets within Wood Village.*
NE 238th Drive:	*Minor Arterial south of I-84 and Major Collector north of I-84. Metro classifies this road as a Minor Arterial for the length of the road.*
Neighborhood Collector:	
Arata Road:	*Provides east-west access through Wood Village.*
Wood Village Boulevard:	*Provides north-south access through Wood Village.*

All other streets in the Area are designated as Local Streets.

The Plan relates to the City of Wood Village Transportation System Plan Roadway Element as these roads are included in the Area. The road projects constructed pursuant to the Plan will comply with all provisions of the TSP.

Planned Improvements (Section 1-20):

Several roadway improvements are already planned for the Wood Village area by various agencies. The priority system represents the most critical improvements needed to implement the 2040 Growth Concept.

Arata Road Improvements: Improve to include sidewalks, bike lanes and street lighting between 223rd Avenue and 238th Drive. Priority 1.

The Plan relates to the TSP as improvements to Arata Road are a project specified in the Plan.

Halsey Street: Construct bike/ped land along Halsey Street from I-84 to the local street network.

The Plan relates to the TSP as improvements to Halsey Street are a project specified in the Plan.

Planned Roadway Improvements (not necessarily programmed) (Section 3-12)

Arata Road (Improvements from 223rd Avenue to 238th Drive)

The Plan relates to the TSP as improvements to Arata Road is a project specified in the Plan.

APPENDIX B: LEGAL DESCRIPTION

(Refer to attached Boundary Description for Wood Village Urban Renewal District, Kent W. Cox and Associates, Inc., January 28, 2010)

ENGINEERING
PLANNING
SURVEYING
LAND DEVELOPMENT

KENT W. COX and ASSOCIATES, INC.
Consulting Engineers---Land Surveyors

204 N.E. KELLY AVENUE
GRESHAM, OREGON 97030-7544
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Affiliations:
American Society of Civil Engineers
Professional Land Surveyors of Oregon

Boundary Description for Wood Village Urban Renewal Distirct

City of Wood Village

File: 10-002 Description Date: January 28, 2010

Lands located in the North Half of Section 34 and the South Half quarter of Section 27 and the Southwest Quarter of Section 26, Township 1 North, Range 3 East, of the Willamette Meridian, City of Wood Village, Multnomah County, State of Oregon, more particularly described as follows:

Beginning at the southeast corner of Lot 19, also being the northeast corner of Lot 17 of "Wood Village Town Center", a duly recorded subdivision of Multnomah County, also being the southernmost southwest corner of Tract "A" of "Estates at North Riverwood", a duly recorded subdivision of Multnomah County, and being the True Point of Beginning of this Description; Thence north along the east line of said Lot 19 and the west line of said Tract "A", a distance of 358.68 feet, to the northeast corner of said Lot 19; Thence westerly along the north line of said Lot 19 , and along the south line of said "Estates at North Riverwood" Subdivision, a distance of 858.65 feet to the eastern right-of-way line of Wood Village Boulevard, being a point on a 405.00-foot radius curve to the right of said right-of-way line; Thence northerly along said curve of said east right-of-way line and along the west line of said "Estates at North Riverwood" Subdivision, through a central angle of 02°12'13" a distance of 15.58 feet (long chord bears North 01°03'07" West with a length of 15.58 feet), to a point of tangency; Thence northerly along said eastern right-of-way line and along last said west line a distance of 793.37 feet, to the westernmost northwest corner of said "Estates at North Riverwood" Subdivision; Thence northeasterly along the northwesterly line of said "Estates at North Riverwood" Subdivision a distance of 12.16 feet, to the northernmost northwest corner of said "Estates at North Riverwood" Subdivision and to a point on the southern right-of-way line of N.E. Arata Road; Thence easterly along said southern right-of-way line , and along the north line of said "Estates at North Riverwood" Subdivision a distance of 927.35 feet, to the northeast corner thereof; Thence southerly along the east line of said "Estates at North Riverwood" Subdivision a distance of 1173.91 feet, to the southeast corner thereof, and to the northeast corner of said "Wood Village Town Center" Subdivision; Thence continuing south along the east line of "Wood Village Town Center" Subdivision a distance of 580 feet more or less, to the southwest corner of that parcel of land conveyed to the Western Mobile Home Park Development Corp. as described in Multnomah County Deed Book 1178 at Page 6 (recorded 05-12-1977); Thence easterly along the south line of said Western Mobile Home Park Development Corp. parcel a distance of 488.00 feet, to the southernmost southeast corner thereof; Thence northerly along the east line of said Western Mobile Home Park Development Corp. parcel a distance of 665.8 feet more or less, to an angle point therein; Thence easterly along the northerly south line of said Western Mobile Home Park Development Corp. parcel a distance of 124.13 feet, to the easternmost southeast corner thereof, being a point on the western line of "Shamrock Terrace", a duly recorded subdivision of Multnomah County; Thence northerly along the east line of said Western Mobile Home Park Development Corp. parcel and the west line of said "Shamrock Terrace" Subdivision and the west line of "Arata Terrace" and "Arata Terrace, Lots 10 thru 24", duly recorded subdivisions of Multnomah County a distance of 945.4 feet more or less, to the northwest

corner of Lot 18 of said "Arata Terrace, Lots 10 thru 24" Subdivision and to a point in the southern right-of-way line of Arata Road; Thence easterly along the southern right-of-way line of said Arata Road, and the north line of Lots 18, 19 and there projections of said "Arata Terrace, Lots 10 thru 24" Subdivision and along the north lines of lots 30, 31 and there projections of "Arata Terrace, Lots 25 thru 38", a duly recorded subdivision of Multnomah County; a distance of 490.16 feet more or less, to the northeast corner of said Lot 31; Thence southerly along the eastern line of said "Arata Terrace, Lots 25 Thru 38" Subdivision a distance of approximately 345 feet more or less to the northwest corner of "Hammersmith Addition", a duly recorded subdivision of Multnomah County; Thence easterly along the north line of said "Hammersmith Addition" Subdivision a distance of 220.00 feet, to the northeast corner thereof, and to a point in the western right-of-way line of N.E. 238th Drive; Thence northerly along the last said western right-of-way line a distance of 123 feet more or less to a point that is on the westerly projection of the south line of Block 7 of "Wood Village", a duly recorded subdivision of Multnomah County; Thence easterly along last said westerly projection a distance of 70 feet more or less to the southwest corner of said Block 7 of said "Wood Village" and to a point on the eastern right-of-way line of N.E. 238th Drive, 30 feet east of, when measured at right angles to, the center line of said N.E. 238th Drive; Thence north along the easterly right-of-way line of N.E. 238th Drive, 30 feet east of and parallel to said center line and the west lines of Blocks 7, 5, 4 and 3 and their projected lines of said "Wood Village" Subdivision a distance of 1100 feet more or less, to the southwest corner of Tract 'A' of Block 3 of said "Wood Village" Subdivision; Thence east along the south line of said Tract 'A' a distance of 186.89 feet, to an angle point therein; Thence northeasterly along the southeastern line of said Tract 'A' a distance of 160.60 feet, to an angle point therein; Thence northerly along the eastern line of said Tract 'A' a distance of 84.51 feet, to the northeast corner thereof and to a point on the south right-of-way line of N.E. Halsey Street; Thence easterly along the south right-of-way line of N.E. Halsey Street and the north lines of Blocks 3 and 9 and their projections of said "Wood Village" Subdivision a distance of 846 feet more or less, to the northeast corner of said Block 9 and to a point on the east line of said Section 27; Thence south along the east line of said "Wood Village" Subdivision and the east line of said Section 27 a distance of 185.42 feet more or less, to the southwest corner of that City of Wood Village parcel described in Multnomah County Deed Book 1972 at Page 564 (recorded 09-03-1959) and the southwest corner of those lands surveyed in Survey Number 13333 as recorded in the Multnomah County Survey Records; Thence east along the south line of said City of Wood Village parcel a distance of 551 feet more or less, to the southeast corner thereof; Thence north along the east line of said City of Wood Village parcel a distance of 286.72 feet to the northeast corner thereof, and to a point in the southern right-of-way line of N.E. Halsey Street; Thence northerly, across the right-of-way of N.E. Halsey Street, a distance of 80 feet more or less, to the northern right-of-way line of N.E. Halsey Street at its intersection with the west right-of-way line of N.E. 244th Avenue; Thence north, along the west right-of-way line of said N.E. 244th Avenue a distance of 150.00 feet, to the easternmost southeastern corner of Parcel II of a Minor Partition for Lot Line Adjustment recorded in the Multnomah County Surveyor's Office as Survey Number 51043 and to the southeast corner of the Jon B. Kraxberger and Vickie Kraxberger parcel as described in Multnomah County Deed Document 2004-150815; Thence westerly along the south line of said Parcel II and the south line of said Kraxberger parcel a distance of 354.72 feet to an angle point therein; Thence southerly along the western east line of said Parcel II and said Kraxberger parcel a distance of 35.43 feet to an angle point therein, and to the southernmost southeast corner of said Parcel II and said Kraxberger parcel; Thence westerly along the south line of said Parcel II and said Kraxberger parcel a distance 208.27 feet to the southwest corner thereof and to a point on the east line of Lot 7 of "Wood Village Light Industrial Park", a duly recorded subdivision of Multnomah County; Thence north along the east line of last said Lot 7 a distance of 92.15 feet to the northeast corner thereof; Thence westerly along the northern line of last said Lot 7 a distance of 256.33 feet to the northwest corner thereof and to a point on the east line of Lot 3 of said "Wood Village Light Industrial Park" Subdivision; Thence southerly along the east line of last said Lot 3, being a common line with the west line of last said Lot 7 a distance of 37.00 feet, to the southeast corner of last said Lot 3, being an angle point in the north line of Lot 2 of said "Wood Village Light Industrial Park" Subdivision; Thence west along the south line of last said Lot 3, and along the north line of last said Lot 2 a distance of 104.88 feet to the northwest corner of

last said Lot 2 and to the southwest corner of last said Lot 3 and to a point on the eastern right-of-way line of N.E. 240th Avenue; Thence westerly across the right-of-way of N.E. 240th Avenue a distance of 52 feet more or less to a point on the western right-of-way line thereof and to the northeast corner of Lot 1 of said "Wood Village Light Industrial Park" Subdivision and the southeast corner of Lot 4 of said "Wood Village Light Industrial Park" Subdivision; Thence westerly along the southern line of last said Lot 4 being the northern line of Lot 1 of said "Wood Village Light Industrial Park" Subdivision a distance of 77.67 feet, to the southwestern corner of last said Lot 4 and to the northwest corner of last said Lot 1; Thence north along the west line of last said Lot 4 a distance of 23.07 feet more or less, to the northeast corner of that Smith Family Revocable Trust parcel described in Multnomah County Deed Document 2006-047799; Thence westerly along the north line of said Smith Family Revocable Trust parcel a distance of 364.0 feet to the northwest corner thereof and to the northeast corner of that Derek R. Salway parcel described in Multnomah County Deed Document 96-26601; Thence westerly along the north line of said Salway parcel a distance of 240 feet more or less to the northeast corner of that land dedicated to the Oregon Department of Transportation as recorded in Document No. 96077542 Multnomah County Deed Records; Thence northwesterly across the N.E. 238th Drive right-of-way a distance of 150 feet more or less to the west right-of-way line thereof and to the southwest corner of the land dedicated to the Oregon Department of Transportation as recorded in Document No. 95079022 Multnomah County Deed Records; Thence northerly along the western right-of-way line of N.E. 238th Drive and along the west line of last said land dedication a distance of 180 feet more or less to the northwest corner of last said land dedication and to the southwest corner of the land dedicated to the Oregon Department of Transportation as recorded in Document No. 96148559 Multnomah County Deed Records; Thence northerly along western right-of-way line of N.E. 238th Drive and along the west line of said land dedication a distance of 150 feet more or less to the northwest corner of last said land dedication and to the southern right-of-way line, 30.00-feet south of, when measured at right angles to, the center line of that land owned by the Oregon-Washington Railroad and Navigation Company; Thence westerly along the last said south side right-of-way line, parallel to and 30 feet south of center line a distance of 310 feet more or less, to its intersection with the east line of the "Heslin Tract" as indicated on Survey Number Y 1/6 Page 13 of the Multnomah County Surveyor's Records in the detail labeled "Detail of Right-of-Way in Heslin Tract DA #68"; Thence southerly along the east side of said "Heslin Tract" a distance of 20 feet more or less to the southeast corner of that 20.00-foot wide tract of land conveyed to Multnomah County as described in Multnomah County Deed Book 1151 at Page 313 and 314 recorded September 14, 1928 and being 50.00 feet when measured at right angles to the center line of last said right-of-way; Thence west along the south line of last said right-of-way and along the south line of last said Multnomah County Tract a distance of 196 feet more or less to the northeast corner of that MAP Investment Company parcel described in Multnomah County Deed Book 655 at Page 1349 (recorded 12-18-1968); Thence southerly along the east line of said MAP Investment Company parcel a distance of 142.08 feet to an angle point therein; Thence southeasterly along the northeasterly line of said MAP Investment Company parcel a distance of 287.12 feet to an angle point therein; Thence south along the east line of said MAP Investment Company parcel a distance of 260 feet more or less to the easternmost southeastern corner thereof and to the northernmost northeast corner of the Swami Shreeji, LLC parcel described in Multnomah County Deed Document 97138209; Thence west along the northerly south line of said MAP Investment Company parcel and along the north line of said Swami Shreeji, LLC parcel a distance of 550 feet more or less to angle points therein; Thence south along the westerly east line of said MAP Investment Company and along the west line of said Swami Shreeji, LLC property a distance of 195.00 feet to a point on the northern right-of-way line of N.E. Halsey Street, 45 feet north of, when measured at right angles to the center line thereof; Thence westerly along the last said north right-of-way line, parallel to and 45 feet north of said center line, a distance of 360 feet more or less, to a point on the east line of the James P. Anderson and Susan L. Anderson parcel described in Multnomah County Deed Document 95-68310; Thence southerly along the east line of said Susan L. Anderson parcel a distance of 5 feet more or less to a point in the northern right-of-way of said N.E. Halsey Street, 40.00 feet north of, when measured at right angles to, said center line; Thence westerly along last said northern right-of-way line a distance of 90.00 feet to the southeast corner of the B-W Construction, Inc. parcel described in Multnomah

County Deed Document 2008-008204; Thence northerly along the east line of said B-W Construction, Inc. parcel a distance of 200.00 feet to the northeast corner thereof; Thence westerly along the north line of said B-W Construction, Inc. parcel a distance of 100.00 feet to the northwest corner thereof; Thence southerly along the west line of said B-W Construction, Inc. parcel a distance of 200.00 feet to a point on the north right-of-way line of N.E. Halsey Street; Thence southerly across the right-of-way thereof a distance of 80 feet more or less to a point on the south right-of-way line of N.E. Halsey Street and to the northwest corner of "Watership Down", a duly recorded subdivision of Multnomah County; Thence westerly along the south right-of-way line of N.E. Halsey Street a distance of 230 feet more or less to the northeast corner of "Coreander", a duly recorded subdivision of Multnomah County; Thence continuing westerly along last said south right-of-way line a distance of 475 feet more or less to the northwest corner of said "Coreander" Subdivision; Thence continuing westerly along last said south right-of-way line a distance of 240 feet more or less to its intersection with the east right-of-way line of N.E. Wood Village Boulevard and to the northwest corner of that JMH Homes, LLC parcel described in Multnomah County Deed Document 2007-042698 said right-of-way as set forth on Survey Number 62444 on file in the Multnomah County Surveyor's Office; Thence southerly along last said east right-of-way line a distance of 525.19 feet to the north right-of-way line of N.E. Arata Road and to the southwest corner of the U.S. Bank National Association parcel described in Multnomah County Trustee's Deed Document 2009-135386; Thence continuing southerly along an extension of the east right-of-way line of said N.E. Wood Village Boulevard a distance of 25 feet more or less to the center line of N.E. Arata Road; Thence westerly along the center line of N.E. Arata Road a distance of 1310 feet more or less to a point on the northerly extension of the easterly west line of that Poplar Mobile Manor, LLC parcel described in Multnomah County Deed Document 97-85526 and 237 feet west of, when measured at right angles to the east line of Tract 7 of "Wymore", a duly recorded Subdivision of Multnomah County; Thence southerly along the northern extension of the west line of said Poplar Mobile Manor, LLC property a distance of 25 feet more or less to the south right-of-way line of N.E. Arata Road and the northwest corner of said Poplar Mobile Manor, LLC property; Thence continuing south along said easterly west line of said Poplar Mobile Manor, LLC property a distance of 335 feet more or less to an angle point thereof and to a point on the center line of the vacated Leroy Avenue as vacated by the City of Wood Village Ordinance No. 4; Thence westerly along last said center line a distance of 227 feet more or less to the east right-of-way line of N.E. 223rd Avenue, being 30 feet from, when measured at right angles to, the center line of N.E. 223rd Avenue; Thence southerly along last said east right-of-way line, parallel to and 30 feet east of said center line and along the west line of Tracts 9 and 10 of said "Wymore" Subdivision a distance of 360 feet more or less, to an angle point in last said eastern right-of-way line at the center line of the vacated Stanley Avenue, vacated by the City of Wood Village Ordinance No. 4; Thence east 15 feet more or less along last said center line to the northwest corner of the MGP Racing, L.L.C. parcel described in Multnomah County Deed Document 2009-018860, being 45 feet from, when measured at right angles to, the center line of N.E. 223rd Avenue; Thence south along last said east right-of-way line of N.E. 223rd Avenue, parallel to and 45 feet east of said center line and along the west line of said MGP Racing, L.L.C. property a distance of 764.71 feet to the southwest corner thereof and to the northwest corner of Lot 1 of said "Wood Village Town Center"; Thence east along the north line of said "Wood Village Town Center" Subdivision a distance of 921.64 feet to the northeast corner of Lot 2 of said "Wood Village Town Center" Subdivision and to an angle point in the west line of Lot 13 of said "Wood Village Town Center" Subdivision; Thence north along the last said west line 138.79 feet to the westernmost northwest corner of said Lot 13; Thence east along the north line of said Lot 13 a distance of 30.02 feet to an angle point therein; Thence northeasterly along the northerly west line of said Lot 13 a distance of 110.34 feet to the northernmost northwest corner of said Lot 13; Thence east along the north line of said Lot 13 a distance of 459.07 feet to an angle point in the north line thereof and to the southwest corner of Tract "B" of said "Wood Village Town Center" Subdivision; Thence east along the south line of said Tract "B" a distance of 87.37 feet to the southeast corner thereof and to a point on the western right-of-way of Wood Village Boulevard, being 40 feet west of, when measured at right angles to the center line thereof; Thence easterly across said right-of-way a distance of 80 feet more or less to the southwest corner of Lot 18 of said "Wood Village Town Center" Subdivision and to the eastern right-of-way

line of said Wood Village Boulevard; Thence east along the south line of said Lot 18, a distance of 115.86 feet to an angle point therein; Thence north a distance of 17.03 feet to an angle point in the south line of said Lot 18; Thence east along the south line of Lot 18 and Lot 19 of said "Wood Village Town Center" Subdivision a distance of 655.47 feet to the southeast corner of Lot 19, and the True Point of Beginning of this Description.

Excepting the following described property, within the above described area, described as follows:

Beginning at the northwest corner of "The Village Commons", a duly recorded subdivision of Multnomah County and The True Point of Beginning of this Exception Description; Thence easterly along the north line of said "The Village Commons" Subdivision a distance of 599.18 feet to the northeast corner thereof and to the west line of the First Baptist Church of Wood Village, Oregon parcel described in Multnomah County Deed Book 1135 at Page 137 (recorded 10-25-1976); Thence north along the west line of said First Baptist Church of Wood Village, Oregon parcel a distance of 20.05 feet to the northwest corner thereof; Thence east along the north line of said First Baptist Church of Wood Village, Oregon parcel, a distance of 213.76 to an angle point therein and to the southwest corner of the Antioch Church parcel described in Multnomah County Deed Book 1776 at Page 794 (recorded 09-21-1984); Thence east along the north line of said First Baptist Church of Wood Village, Oregon parcel and along the south line of said Antioch Church parcel a distance of 56.76 feet to the northeast corner of said First Baptist Church of Wood Village, Oregon parcel; Thence continuing along the south line of said Antioch Church parcel and along the north line of the First Baptist Church of Wood Village, Oregon parcel described in Multnomah County Deed Book Book 1674 at Page 561 (recorded 09-24-1954) a distance of 140.00 feet to the southeast corner of said Antioch Church parcel and to the northeast corner of last said First Baptist Church of Wood Village, Oregon and to the west line of said "Wood Village" Subdivision; Thence south along the east line of last said First Baptist Church of Wood Village, Oregon parcel and along the west line of said "Wood Village" Subdivision a distance of 680 feet more or less, to the southeast corner of last said First Baptist Church of Wood Village, Oregon parcel and to a point on the north right-of-way line of N.E. Arata Road, 25.00 feet north of, when measured at right angles to, the center line of N.E. Arata Road; Thence west along said north right-of-way line, 25.00 feet north of, and parallel to said center line, and along the south line of said First Baptist Church of Wood Village, Oregon parcels a distance of 400 feet more or less, to the southwest corner of first said First Baptist Church of Wood Village, Oregon parcel; Thence north along the west line of first said First Baptist Church of Wood Village, Oregon parcel a distance of 5 feet more or less, to the southeast corner of said "The Village Commons" Subdivision, and to a point on said north right-of-way, being 30.00 feet north of, when measured at right angles to, said center line; Thence west, along said north right-of-way line, 30 feet north of, and parallel to said center line and along the south line of said "The Village Commons" Subdivision and its extensions thereof a distance of 199.45 feet to the southwest thereof and to the northeast corner of Tract "A" of Partition Plat No. 1992-140, a duly recorded partition plat of Multnomah County; Thence south a distance of 5 feet more or less along the east line of said Tract "A" to the southeast corner thereof and to a point on the northern right-of-way of said N.E. Arata Road, 25.00 feet north of, when measured at right angles to the center line of said N.E. Arata Road; Thence west along said north right-of-way line, 25.00 feet north of, and parallel to, said center line, and along the south line of said Partition Plat No. 1992-140, a distance of 391.40 feet to the southwest corner thereof; Thence north along the west lines of said Partition Plat No. 1992-140 and said "The Village Commons" Subdivision a distance of 506.56 to the northwest corner of said "The Village Commons" Subdivision and the True Point of Beginning of this Description.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

2-02-2010

OREGON
SEPTEMBER 23, 1977
KENT W. COX
1161

RENEWED THRU: 12/31/11