

Fairview Urban Renewal Plan

Adopted by the City of Fairview

November 7, 2018

Ordinance No. 8 - 2018

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.



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TABLE OF CONTENTS

I.	DEFINITIONS	1
II.	INTRODUCTION	3
III.	MAXIMUM INDEBTEDNESS	5
IV.	PLAN GOALS	5
V.	URBAN RENEWAL PROJECT CATEGORIES	8
VI.	URBAN RENEWAL PROJECTS	8
VII.	AMENDMENTS TO PLAN	11
VIII.	PROPERTY ACQUISITION AND DISPOSITION	12
IX.	RELOCATION METHODS	13
X.	TAX INCREMENT FINANCING OF PLAN	14
XI.	RELATIONSHIP TO LOCAL OBJECTIVES	16
XII.	APPENDIX A: LEGAL DESCRIPTION	29

I. DEFINITIONS

“Agency” means the Fairview Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Fairview Urban Renewal Area Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“Board of Commissioners” means the Multnomah County Board of Commissioners.

“City” means the City of Fairview, Oregon.

“City Council” or “Council” means the Fairview City Council.

“Comprehensive Plan” means the City of Fairview comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Multnomah County, Oregon.

“Development Code” means the City of Fairview Municipal Code, Title 19 Development Code.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the Fairview Planning Commission.

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

II. INTRODUCTION

The Fairview Urban Renewal Plan (Plan) was developed for the Fairview City Council (City Council) with cooperative input from a Planning Committee that was formed for this purpose. The Plan also includes input from the community received at a public open house and public meetings and hearings before the Planning Commission, City Council, and Multnomah County Board of Commissioners.

The Fairview City Council called for the formation of a Vision Action Plan committee in June, 2017. Citizen volunteers were selected to serve on the committee. *Fairview 20.30.40 Community Vision* was prepared for the Fairview City Council in 2017 and is detailed in Section XI of this Fairview Urban Renewal Plan. The adopted *Fairview 20.30.40 Community Vision* set the stage for the development of an urban renewal plan to provide a funding source for the projects identified in the *Fairview 20.30.40 Community Vision*.

The City Council established the Fairview Urban Renewal Agency on May 16, 2018 by Ordinance Number 5-2018. ORS 457 requires the City Council to appoint an urban renewal agency board. The City Council appointed themselves as the board of the urban renewal agency.

In June 2018, the Fairview City Council established an Urban Renewal Planning Committee to help guide the formation of an urban renewal plan. The Advisory Committee met three times and provided input on the urban renewal area boundary, potential projects including project amounts and timing, and financing of an urban renewal plan. A public Open House was held on August 20, 2018. The main comments were about park development in Fairview. After the Open House, the city administrator and staff met with the East County Recreation (ECR) Board Chair, Vice Chair and Manager to review their input. The proposed boundary was adjusted after the Open House and subsequent meeting with ECR to add Park Cleone and an adjacent property to the urban renewal area boundary to help facilitate future trails projects.

This urban renewal plan is further supported by the *Main Streets on Halsey, Strategic Economic Action Plan (Main Streets on Halsey), for Fairview, Wood Village and Troutdale*, completed in 2017, that identified specific placemaking improvements for Halsey Street in these three cities. Being able to use tax increment financing to implement the component of the *Main Streets on Halsey Plan in Fairview* will provide a positive environment for future development all along this corridor.

A. Plan Overview

The Plan Area, shown in Figure 1, consists of approximately 458.65 total acres: 403.45 acres of land in tax lots and 55.20 acres of public rights-of-way. It is anticipated that the Plan will take 25 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing (TIF) for projects and programs) that may be issued for the Plan is \$51,000,000 (fifty-one million).

Detailed goals and objectives for this Plan are intended to guide tax increment investment in the Area over the life of the Plan. The Plan is to be administered by the city's Urban Renewal Agency (Agency). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund its projects. 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 borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets and streetscape, utilities, and provide assistance for future development. The Fairview Urban Renewal Area meets the definition of blight due to its infrastructure deficiencies and underdeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying Urban Renewal Report (Report).

The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated 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 funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the total amount of money that can be spent on projects, programs and administration throughout the life of the Plan. 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 \$51,000,000 (Fifty-one million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

IV. PLAN GOALS AND OBJECTIVES

A. Economy

Goal 1. Create conditions that are attractive to the growth of existing businesses and attract new businesses to create new jobs and increased assessed value in the Area.

Objectives:

- a) Establish a Loan to Grant Program to encourage private developments.
- b) Provide Utility System Development Charges Assistance.
- c) Provide incentives to Village Live Work developments.
- d) Pursue and provide for purchase, resale and development or redevelopment of property.

Goal 2. Remove barriers to development and redevelopment by providing needed utility infrastructure improvements in the Area. Spur economic development and job creation from new development created due to infrastructure improvements.

Objectives:

- a) Participate in the funding for upgrading the water system by installing water system Well #10 and rehabilitating Reservoir #1.
- b) Participate in the funding for the construction of the Sandy Boulevard Sewer Trunk Line.

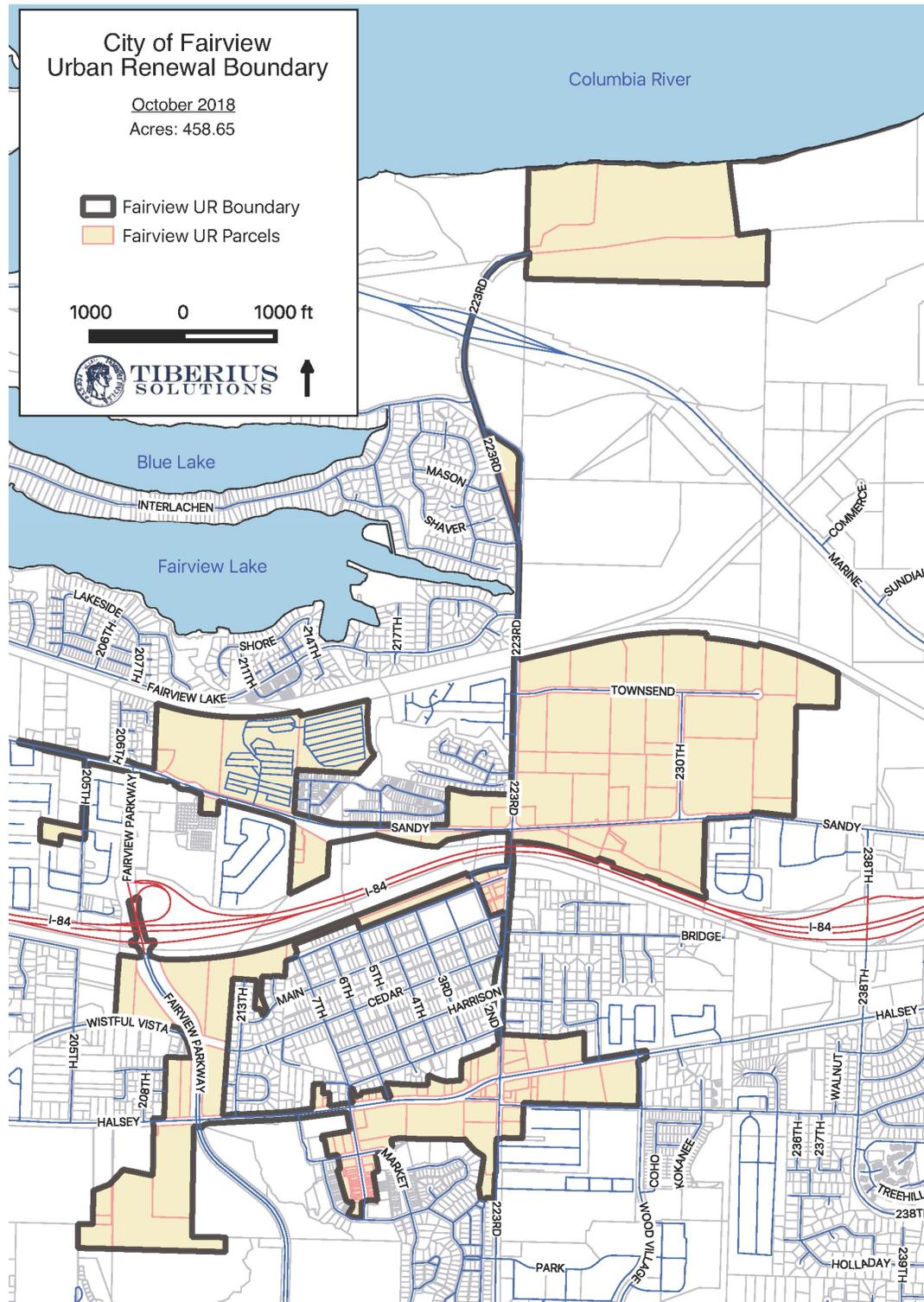
Goal 3. Improve the safety, access and efficiency of the transportation network and create a sense of place in the Area to improve conditions for existing residents and encourage new development in the Area.

Objectives:

- a) Construct pedestrian improvements on NE 223rd Avenue
- b) Implement the Main Streets on Halsey Plan.

- c) Undertake street and multimodal improvements that make transportation safe for all modes of travel.
- d) Construct Roundabout features on Haley's Street's major intersections.
- e) Install right-of-way improvements on Halsey Street, NE 223rd Avenue, Depot Street, Sandy Boulevard and Fairview Parkway.
- f) Install streetscape and gateway improvements on Fairview Parkway.
- g) Develop a Park and Ride station with a bike hub.
- h) Develop the Trails Next to Rails project.
- i) Provide additional public parking in Fairview Village.
- j) Install public art in the Area.

Figure 1 – Fairview Urban Renewal Plan Area Boundary



Source: Tiberius Solutions, LLC

V. URBAN RENEWAL PROJECT CATEGORIES

As an outcome of the goals described in the previous section, the projects within the Area fall into the following categories:

- **Incentives and Assistance to Private Development.**
- **Public Infrastructure.**
- **Economic Development.**
- **Plan Administration and Refinement.**

VI. URBAN RENEWAL PROJECTS

A. Incentives and Assistance to Private Development

1. **Private Development Loan-to-Grant Program** – Establish a fund for use on loans or grants with private developers in the urban renewal area. This program could address the following issues as well as other issues as designated by the Agency:
 - a. Mitigation of environmental and storm water issues
 - b. Demolition of structures
 - c. Consolidation of multiple adjacent lots into one larger lot
 - d. Resolution of access or infrastructure challenges
2. **Utility System Development Charges (SDC) Assistance** – Provide financial assistance to incentivize targeted development through full or partial assistance of Utility SDCs with the Agency reimbursing city utilities.

B. Public Infrastructure

1. **Water System Well #10** – Pay a portion of the development and construction costs for Water Well #10.
2. **Reservoir #1 Rehabilitation** – Pay a portion of the design and construction costs to implement the City Council approved plan for the rehabilitation of Reservoir #1.
3. **Street Improvements including Pedestrian and Bicycle Improvements** – Identify, design and construct street, pedestrian and bicycle infrastructure that is included in the Fairview Transportation Systems Plan (TSP) and meets goals of the Agency. Projects to be undertaken include but are not limited to NE 223rd Avenue, Sandy Boulevard, Depot Street, Trails Next to Rails and Railroad Pedestrian Undercrossing
4. **Roundabout features on Halsey Street’s major intersections** – Assist with the feasibility study, design and construction of roundabouts at NE Halsey Street and Fairview Parkway and NE Halsey Street and NE Fairview Avenue (NE 223rd Avenue).

5. **Streetscape Improvements on Halsey** – Implement the streetscape, gateway and pedestrian safety aspect of the *Main Streets on Halsey Plan*. Streetscape improvements could include pedestrian crossings, bicycle amenities, access improvements, landscaping, benches, bus stop shelters, street trees, wayfinding signage, and lighting (theme light poles that could accommodate banners, flower baskets, lighted decorations and gateway treatments) and other improvements as identified by the Agency. Gateway treatments may include, but are not limited to new signage, public art, and landscaping, with a focus on entering the Halsey corridor from the west end of Fairview.
6. **Sandy Sewer Boulevard Trunk Line** – Pay a portion of the design and construction costs for the Sandy Boulevard Sewer trunk line.
7. **Streetscape and Gateway Improvements on Fairview Parkway** – Visually enhance gateway into Fairview through landscape improvements, overpass treatments, public art and signage from the Interstate 84 (I-84) overpass to Halsey Street.
8. **Fairview Village Parking** – Develop and implement a plan to accommodate parking needs for full development of the Village commercial area.

C. Economic Development

1. **Incentivize Village Live Work Developments** – Develop a loan/grant program that incentivizes and removes barriers to Live Work developments in the Village.
2. **Park-n-Ride with Transit and Bike Hub on PPL Property** – Develop and construct a Park-n-Ride Station at the northeast corner of the Fairview Parkway and Halsey Street intersection.
3. **Purchase and Resale of Property for Development or Redevelopment** – Purchase property that is blighted, underdeveloped or vacant; remove the obstacles to development and resell to private ownership that has the interest and capacity to create development that meets the goals of the Agency.
4. **Public Art** - Install public art in the Area to enhance the community’s uniqueness and create economic development.

D. Plan Administration and Planning Refinement

1. **Plan Administration and Planning Refinement** – Fund the administration of the plan. Examples of eligible projects include:
 - Auditing, insurance, bond counsel, and other required administrative costs
 - Marketing projects and programs related to the Plan
 - Preparation of financial plans and/or financial analyses of projects and proposals
 - Personnel, materials, and other associated administrative costs
 - Professional consulting services to refine urban design concepts
 - Environmental analyses
 - Other consultation or design services related to the administration of Plan projects, which could include the creation and administration of design guidelines, engineering services, or other management costs.

2. **Initial Plan Preparation** – Provide reimbursement to the city of costs of consulting fees, legal description, notices, recording and other costs associated with preparation of the urban renewal plan.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are identified in with ORS 457.085(2)(i). Substantial Amendments shall require the same notice, hearing, and approval procedure required of the original Plan as described in ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption 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 Fairview, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:¹

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

C. Amendments to the Fairview Comprehensive Plan and/or Fairview Zoning Code.

Amendments to the Fairview Comprehensive Plan and/or Development Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council.

¹ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

VIII. 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. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

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, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but 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 from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

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

The Agency may dispose of property acquired under Subsection B of this Section VIII by conveying any interest in property acquired. 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 the Plan. Because fair reuse value reflects limitations on the 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.

IX. 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. No specific acquisitions that would result in relocation benefits have been identified.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue 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 (GO) 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:

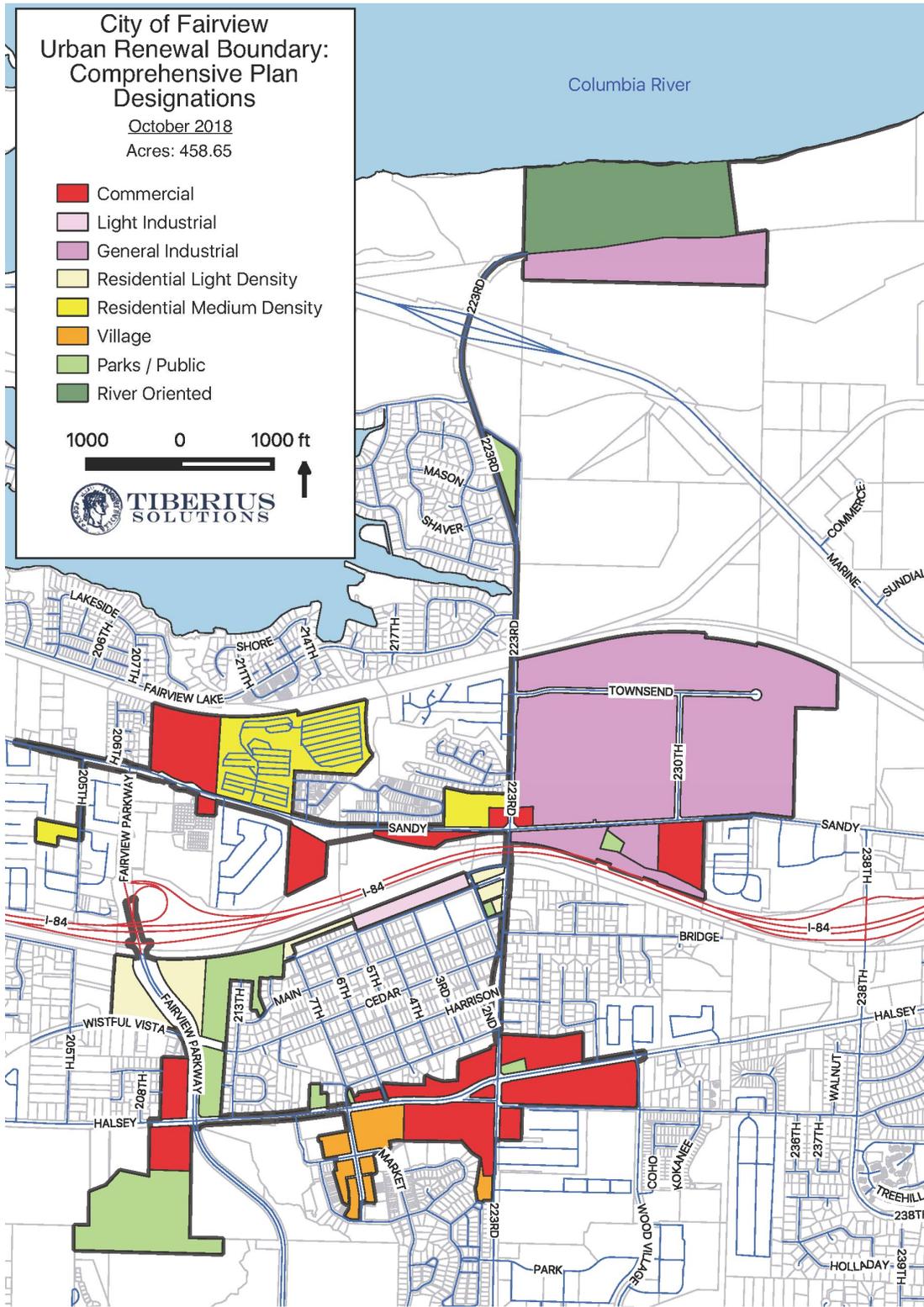
- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment 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.

B. Tax increment financing

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 unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

Figure 2 – Comprehensive Plan Designations



Source: Tiberius Solutions, LLC

XI. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *Fairview Comprehensive Plan*, the *Fairview Transportation Systems Plan*, *Fairview 20.30.40 Community Vision*, *Main Streets on Halsey Plan*, the *2017 Parks and Open Space Master Plan* and the *Fairview Development Code*. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Fairview Urban Renewal Plan relates to the applicable goals and policies. This analysis covers the most relevant sections but may not cover every section of the various plans that relate to the Fairview Urban Renewal Plan. As the plans identified in this section are updated in the future, this document will automatically incorporate those updates without the Fairview Urban Renewal Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the Fairview Urban Renewal Plan should be updated at that point.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Development Code.

A. Fairview Comprehensive Plan

Chapter 3 Community Building

Goal

To provide sufficient land to accommodate growth to the year 2020 and provide for the orderly development of that land.

Old Town

Renaissance Plan Value Statement: “Fairview will provide a safe environment where children and families can live, walk, recreate and enjoy life in a historic, small town setting. Streets, public facilities, parks, schools and homes are well maintained and the community takes pride in its appearance. Neighbors work together to create and provide continual support for a safe, clean and beautiful town.”

Visioning Document 2022: *The Vision for Old Town centers around a theme to “embrace this historic area and nurture appropriate public and private improvements to enhance its existing character.” General goals for improving Old Town are outlined below². Dozens of action items to fulfill these goals are in the Vision document for reference and implementation.*

- Give preference to bicycle and pedestrian transportation improvements over increased vehicle efficiency. Calm traffic on local streets.
- Upgrade public facilities, streets and parks. As redevelopment occurs, bury utility lines.
- Build distinctive city gateway features, and landscape city streets.

The Town Center

Provide a strong sense of place in the Fairview Community through community design. Link the Town Center and Old Town with transit and community services.

- Ensure the efficient use of land and urban services.
- Provide a mix of housing types and price ranges to accommodate neighborhood diversity.
- Provide the opportunity for jobs and services within the Town Center and Old Town Fairview to reduce trip lengths.
- Integrate land use and transportation to encourage transit, bicycle and pedestrian use.
- Provide a transportation network that emphasizes connections within the Town Center and Old Town Fairview.

Sandy Boulevard Corridor Goal

The N.E. 223rd Avenue and Sandy Blvd. intersection should be used as a dividing line for land uses within the corridor. To the west of the intersection uses should be predominantly residential with some neighborhood-oriented service commercial, incubator office and light industrial. To the east of the intersection, industrial uses should dominate, with some destination retail commercial near the intersection of N.E. 238th Avenue.

Community Building Policies

3. *Land within the planning area boundary will support a mix of residential, commercial, industrial, and recreation/open space uses.*
5. *Retail and service commercial businesses serving clientele from the planning area and nearby locations will be encouraged to develop in the Town Center and arterial corridor commercial areas, as well as in clusters along 223rd Avenue at Halsey Street and Sandy Boulevard. Off-street parking will be required. Existing commercial establishments not located in areas designated by the Plan for commercial use will be allowed to continue but will only be permitted to expand beyond their present sites upon Planning Commission approval.*
6. *Village Commercial, Mixed Use, and Office*

The village commercial is near the heart of the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.

The Village Mixed Use designation shall link the Village Commercial district to the Village Office district. It will consist of small ancillary shops oriented towards the primary streets with residential units above or townhouses that may evolve to retail uses in the future.

Parking and building codes shall be taken into consideration for all uses. Buildings located at the four corners of the Village Square (Village Street and Market Street Intersection. See

Land Use Designations in Figure 3-D) shall be two stories or tall-facade one-story buildings, with the first floor restricted to commercial/office/retail use.

- 7. Additional commercial or industrial development will be sought on land parcels scattered along the I-84N/Union Pacific Railroad/Sandy Boulevard corridors. These areas are suitable for industrial development. Site plans for industrial development proposals will be reviewed by the Planning Commission to evaluate the relationship to adjoining land uses.*
- 9. New urban development (e.g., residential subdivisions, commercial, or industrial) may only occur when the site is provided with public streets and it is determined that water, sanitary sewer, and, if required, storm drainage facilities, are available to the premises before or in conjunction with development. All new residences and businesses must connect to the public sewer system unless the development can demonstrate economic hardship and can meet all applicable state and federal water quality standards through alternate means.*

Finding: The Plan conforms to the Community Building Chapter of the *Fairview Comprehensive Plan* as the Plan specifies projects that will enhance the community by building gateways, incentivizing live-work in the Village, improving the transportation network for all modes of travel, providing increased development capacity by improving utility infrastructure in the Area, installing public art in the Area and incentivizing new development in the Area.

Chapter 8 Recreational Needs

Goal

To satisfy the recreational needs of the citizens of the Fairview area and visitors.

- 5. Design safe and secure pedestrian and bikeway connections between parks and other activity centers in Fairview.*

Finding: The Plan conforms to the Recreational Needs Chapter of the *Fairview Comprehensive Plan* as providing funding for the Trails next to Rails project will enhance recreational opportunities for Fairview residents. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

Chapter 9 Economic Development

Goal

To attract family-wage jobs, clean industry and businesses to serve local needs.

Policies

- 1. Encourage commercial development commensurate with the products and service needs of planning area residents and other residents of the local economic market area.*
- 3. All commercial development shall have off-street parking consistent with local and mandated regional standards.*
- 6. The City shall emphasize the enhancement of the tax base in its economic development activities in order to better provide adequate services to its population.*
- 7. The “Commercial Core” along Halsey Street and 223rd Avenue is to be reflective of a “Main Street” design. This area is part of the overall Regional Town Center commercial development that includes both Fairview’s Town Center along Market and Village Streets and Wood Village’s Town Center focused near the intersection of Park Lane and Wood Village Boulevard.*
- 8. Commercial development along Sandy Boulevard will be focused in three centers at 207th, 223rd and approximately 233rd. The focus of the first two centers is on providing services to the neighboring residential and industrial activities. The third center at approximately 233rd may include services but may also reflect a more regional market given the character of uses that already exist in the area.*
- 12. A “gateway” concept for commercial development near I-84 will be considered. No development that substantively changes the existing quality of life in adjoining neighborhoods will be approved.*
- 13. Fairview will continue to be an active partner in the coordinated and compatible development of the commercial and industrial lands in East Multnomah County.*

Finding:

The Plan conforms to the Economic Development Chapter of the *Fairview Comprehensive Plan* as the majority of the projects are designed to help improve conditions for economic activity in Fairview. These include projects that will improve utility infrastructure, upgrade the transportation network, provide SDC assistance to encourage future development, provide for property acquisition and future development, and assist with parking solutions for the Village.

Chapter 11 Public Facilities and Services

Goal

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve planning area development.

Policies

- 1. No urban development shall occur without provision of essential public facilities and services.*
- 4. Development of the various types of public facilities and services will be coordinated to most effectively direct development to the areas and at the intensities desired. The Capital Improvements Plan is adopted as part of the Comprehensive Plan.*
- 5. Public facility planning for essential water, sewer, storm drainage, and street facilities shall be based on public facility plans in accordance with OAR Division 11. Public facility plans shall provide the primary factual basis for capital improvement programming in the City.*
- 6. The City shall make every reasonable effort to facilitate a sound, fully coordinated public facility planning process throughout the Fairview planning area. Entities, other than the City, responsible for the planning and/or the provision of public facilities and services within the Fairview planning area are urged to cooperatively facilitate the provision of services in a manner consistent with the Fairview Comprehensive Plan.*
- 7. As is feasible, incorporate, prioritize, and fund public improvement projects identified in city transportation, parks, neighborhood, Vision and other plans into the Fairview Capital Improvement Plan.*

The Plan conforms to the Public Facilities and Service Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the utilities and transportation network in the Area.

Chapter 12 Transportation

Goal

To provide and encourage a safe, convenient and economical transportation system.

The Transportation Policies and Actions of the Comprehensive Plan are set forth in the 2016 Fairview Transportation System Plan Volume 1

Finding: The Plan conforms to the Transportation Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the transportation network in the Area. See additional section on *Transportation Systems Plan* findings.

Chapter 13 Energy Conservation

Goal

To assure that urban land use activities are planned, located and constructed in a manner that maximizes energy efficiency.

Policies

2. Pattern land use in the City to:

- A. Place the highest intensity uses (e.g., commercial, multi-family housing) nearest the major area access routes (e.g., Halsey Street).*
- B. Create compact development patterns to reduce the costs for and efficiency of energy supply facilities.*
- C. Cluster retail sales and service offices adjacent to residential areas to reduce the walking or driving necessary to satisfy daily household needs.*

3. Support development of well defined, safe pedestrian and bicycle paths and street crossings from residential areas to schools, parks and recreation centers, and public buildings (e.g., City Hall, post office, library).

4. Consider efforts to plan and develop bicycle commuter routes in east Multnomah County.

5. Follow a program of phased development of new residential areas while encouraging infill development to make maximum and most efficient use of existing or newly created energy transmission facilities.

8. Support use of mass transit (Tri-Met) and carpooling when possible for work and shopping trips.

9. Promote economic development in Fairview and neighboring cities to increase employment opportunities in the region and avoid long automobile commutes.

Finding: The Plan conforms to the Energy Conservation Chapter of the *Fairview Comprehensive Plan* as providing infrastructure improvements and enhanced transportation networks will help to support walking, biking and transit ridership, to reduce vehicle miles traveled.

B. Fairview Transportation System Plan

Goal 1 – Livability

Plan, design and construct transportation facilities in a manner which enhances the livability of Fairview.

Objective 1: Maintain the livability of Fairview through proper location and design of transportation facilities. The City will ensure that transportation facilities are designed to preserve and respect the characteristics of the surrounding land uses, natural features, and other community amenities.

Objective 2: Provide direct, safe, secure and desirable pedestrian, bicycle, and transit access. The City will support active transportation (travel by walking, biking, etc.) connections between key activity centers, transit services, and existing (and planned) transportation facilities. The City will develop and maintain design standards and spacing standards for active transportation facilities (including sidewalks, trails, and bike routes).

Objective 3: Protect neighborhoods from excessive vehicular through traffic and travel speeds while providing reasonable access to and from residential areas.

Goal 2 - Balanced Transportation Choices

Provide choices for travelers in Fairview by developing a well-connected and balanced transportation system for all modes of transportation.

Objective 1: Develop and implement transportation facility design standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use. The City will develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Fairview.

Objective 2: Coordinate with Tri-Met to improve transit services in Fairview. The Regional Transportation Plan (RTP) and Tri-Met service plan will guide development of Fairview's transit services. The City will support Tri-Met transit services by providing bicycle and pedestrian connections to transit stops. The City will seek to develop transit-supportive land uses to further grow transit ridership.

Objective 3: Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). Provide direct access to bikeways at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for bicycle facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas) Design standards for bicycle facilities within Fairview will be developed and maintained.

Objective 4: Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (e.g., Fairview Village Plan). Provide direct access to sidewalks or trails at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for pedestrian facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). The City will develop and maintain design standards for pedestrian facilities within Fairview.

Objective 5: Develop active transportation facilities that serve recreational users and link to recreational trails. The City will support developing connections between recreational trails, other active transportation facilities, and activity centers. Transportation facility design standards will consider the needs of recreational users.

Objective 6: Provide local street connectivity to minimize out-of-direction travel, especially for people who walk and bike. The City will prioritize bicycle and pedestrian connections that provide direct access. Local or neighborhood streets should be located at a maximum distance of 530 feet apart, with active transportation connections no more than 330 feet apart. Active transportation connections can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways, even where roadway connectivity does not exist or is not feasible.

Goal 3 - Safety

Strive to achieve a safe transportation system by developing facility design standards, access management policies and speed controls that consider all modes of transportation.

Objective 3: Provide safe and secure active transportation facilities and crossings that create connections between parks and other activity centers in Fairview.

Goal 5 - Accessibility

Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.

Objective 1: Design and construct transportation facilities to provide equitable access and barrier-free transportation choices for all people.

Objective 2: Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

Objective 3: Coordinate with Multnomah County, Metro, and ODOT to develop an efficient arterial grid system that provides access within the City and serves through travelers.

Objective 4: Reduce total housing and transportation costs for residents of Fairview.

Objective 5: Strive for equity in the distribution of benefits from potential transportation improvements and work towards fair transportation access for all users.

Goal 8 - Health

Develop the transportation system to support healthy and active living choices for community members.

Objective 1: Provide an environment in which people are encouraged to walk, bike, or use other active modes of transportation.

Objective 2: Provide comfortable active transportation facilities for all ages and ability-levels.

Objective 4: Support reductions in vehicle emissions.

Finding: The Plan conforms to the *Transportation Systems Plan* as there are projects that improve the transportation network in the Area for all modes of travel. There are projects to enhance Park and Ride options and a bike hub. There are projects to improve traffic flow and safety. There are also projects to enhance the streetscape to encourage all modes of travel.

C. Fairview 20.30.40 Community Vision

Vision Statement: "With thoughtful actions, ensure the quaintness and livability of Fairview into the decades ahead."

Priority action items:

- 1. Commercial and At-large Economic Development Strategy*
- 2. Improvements to NE 223rd, Sidewalks, and Other Mobility Issues*
- 3. Livability Strategy to Maintain Small Town Community Feel*

Goal 1: Economic Development

Action Item 1.1 Continue partnership with Wood Village, Troutdale, Metro, and Multnomah County to prioritize and pursue the goals of the Main Streets on Halsey plan.

Action Item 1.2 Reinvigorating the live/work concept in the Village Commercial District. Revisit code and zoning to facilitate commercial development.

Action Item 1.3 Actively recruit businesses that are looking to relocate; identify startups and professional services that are looking for opportunities.

Action Item 1.4 Re-engage the city's comprehensive Economic Development Strategy for commercial and industrial development.

Action Item 1.5 Review and consider revisions or additions to Development Incentive programs (i.e. existing Enterprise Zone, Vertical Housing Zone, Development Incentive program and/or new Urban Renewal Agency) targeted at desirable development.

Action Item 1.6 Review inventory of industrial and commercial parcels and pursue development to targeted niche businesses.

Goal 2: Mobility

Action Item 2.1 Complete sidewalk on west side of NE 223rd from Halsey to Blue Lake Park, starting with the railroad undercrossing.

Action Item 2.2 Connect sidewalks on north side of Sandy from NE 238th Ave. to NE 201st Ave.

Action Item 2.3 Improve roadway on NE 223rd Ave from Halsey to Sandy.

Action Item 2.4 Connect Sidewalks from the Village to NE Halsey Boulevard.

Action item 2.6 Install additional crosswalks with flashing lights for densest parts of Halsey Corridor.

Goal 4 – Parks and Recreation

Action Item 4.5 Investigate a Park & Ride for bus service to the Gorge and other destinations at NE 207th Ave and Halsey, with possible dog park and soccer field.

Goal 6 – Historic Character & Neighborhoods

Action Item 6.6 Consider opportunities to improve parking in the Village area, including public purchase of available properties.

Goal 7 – Enhance Livability

Action Item 7.1 Maintain and enhance walkability of neighborhoods.

Action Item 7.3 Encourage commercial development (dining, retail, etc.) to adapt to changes in shopping habits.

Action Item 7.4 Attract professional services to Haley and Village service areas.

Finding: The Plan conforms to the *Fairview 20.30.40 Community Vision* as there are projects identified in the Plan that will incentivize commercial and at-large economic development, provide improvements to NE 223rd Avenue and address other mobility issues and help support the livability strategy. There are specific projects that will build gateways, incentivize live-work in the Village, provide parking solutions for the Village, improve the transportation network for

all modes of travel by providing transportation improvements and streetscape improvements, provide increased development capacity by improving utility infrastructure in the Area, and incentivize new development in the Area.

D. Main Streets on Halsey Plan Fairview, Wood Village Troutdale, Strategic Economic Action Plan June 2017 (Main Streets on Halsey Plan)

Vision: The neighborhoods connected by Halsey will prosper from improved mobility, access to growing economic opportunity, and new development and reinvestment that result in jobs and new housing.

Finding: The Plan conforms to the *Main Streets on Halsey Plan* as the urban renewal plan implements major components of the *Main Streets on Halsey Plan*.

E. 2017 Parks and Open Space Master Plan

Goal: The City seeks to operate a safe and well maintained park, open space, and recreation system for Fairview and its surrounding communities.

Vision and Mission: The City considers parks an integral component in the health and well-being of the community. The Fairview Parks system promotes accessibility and recreation for all ages by providing places for community gatherings, multicultural events, and social interaction in service of a diverse and vital community.

Finding: The Plan conforms to the *2017 Parks and Open Space Master Plan*, as providing funding for the Rails for Trails project will enhance recreational opportunities for Fairview residents. In addition, the enhanced streetscape will include sidewalk improvements and the transportation improvements will include bicycle improvements. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

F. Fairview Development Code

The land uses in the Area will conform to the zoning designations in the City of Fairview Municipal Code, Title 19 Development Code (Development Code), including maximum densities and building requirements, and the requirements in the Development Code are incorporated by reference herein. The following zoning districts are present in the Area.

As the Development Code is updated, this document will be updated by reference. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations. The following listings are in the same order as the Development Code.

Agricultural Holding

This zone is intended primarily as a holding zone to be used for agricultural uses until the land is developed for industrial purposes.

Residential District – This includes R, R7.5, R10, Residential Multi-Family and Residential Townhouse

Purpose

A. The residential district is intended to promote the livability, stability and improvement of the city’s neighborhoods. This chapter provides standards for the orderly expansion and improvement of neighborhoods based on the following principles:

1. Make efficient use of land and public services, implement the Comprehensive Plan, and provide minimum and maximum density standards for housing.
2. Accommodate a range of housing needs, including owner-occupied and rental housing.
3. Provide for compatible building and site design at an appropriate neighborhood scale.
4. Reduce reliance on the automobile for neighborhood travel and provide options for walking, bicycling, and transit use.
5. Provide direct and convenient access to schools, parks and neighborhood services.
6. Utilize subdistricts to add additional allowed uses to the uses in the R, single-family residential, base district.
7. Utilize overlay districts to limit uses in the underlying base district.

Town Center Commercial

A city goal is to strengthen the town center commercial district as the “heart” of the community and as the logical place for people to gather and create a business center. The town center commercial district is intended to support this goal through elements of design and appropriate mixed use development. This chapter provides standards for the orderly improvement of the district based on the following principles:

- A. Efficient use of land and urban services;
- B. A mixture of land uses to encourage walking as an alternative to driving, and to provide more employment and housing options;
- C. Both formal and informal community gathering places;
- D. A distinct storefront character that identifies commercial districts;
- E. Connections to neighborhoods and other employment areas;

F. Reduced reliance on the automobile and reduced parking needs.

Corridor Commercial

The corridor commercial district is intended to allow auto-accommodating commercial development while encouraging walking, bicycling, and transit. The district allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects and ensure that they do not dominate the character of the commercial area. The district's development standards promote attractive development, an open and pleasant street appearance and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

Light Industrial

The light industrial district accommodates a range of light manufacturing, industrial-office uses, automobile-oriented uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses which are not appropriate in the town center areas. The district's standards are based on the following principles:

- A. To ensure efficient use of land and public services;
- B. To provide a balance between jobs and housing, and encourage mixed use development;
- C. To provide transportation options for employees and customers;
- D. To provide business services close to major employment centers;
- E. To ensure compatibility between industrial uses and nearby residential areas;
- F. To provide appropriately zoned land with a range of parcel sizes for industry;
- G. To provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.

General Industrial

This district is intended for a broad range of uses, which can be located in areas where they do not directly affect the livability of residential neighborhoods and the quality and viability of commercial areas in the city. This district provides for the normal operation of an industry, which can meet and maintain the standards set in this section in order to reasonably protect nearby residential and commercial districts. The general industrial district accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

- A. Provide for efficient use of land and public services;
- B. Provide transportation options for employees and customers;
- C. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

Residential

Community Service Parks Overlay -

There is no purpose section, so this is the uses section:

The following community service/parks uses and those of a similar nature may be permitted in any zoning district when approved at a public hearing by the planning commission. The district is to be applied only to public property (lands owned by public agencies) or utilities.

- A. Government building or use.
- B. Park, playground, athletic or recreational use.
- C. Open space and green way.
- D. Library.
- E. School, private, parochial or public educational institution.
- F. Power substation or other public utility building or use.
- G. Telecommunications facilities where permitted.

Village Zoning Provisions

This section implements the policies of the Fairview Village community plan by providing a mixture of single-family, townhouse, and multifamily residential uses as well as retail/office, commercial and business park uses. These uses are located in the areas where suitable services and facilities are currently provided or can be provided as development occurs. In addition, this plan area allows for pedestrian-oriented development with good connections via the sidewalks, trails and street system from residential areas to parks, schools, open spaces, retail and office uses.

XII. APPENDIX A: LEGAL DESCRIPTION



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OFFICES IN: TUALATIN, OR - VANCOUVER, WA - KEIZER, OR - BEND, OR

EXHIBIT A

Urban Renewal Area
Fairview, Oregon

A tract of land and road rights-of-way located in the Southwest and Southeast One-Quarters of Section 15, the Northeast, Northwest, Southwest and Southeast One-Quarters of Section 22, the Northeast, Northwest and Southwest One-Quarters of Section 27, the Northeast, Northwest, Southwest and Southeast One-Quarters of Section 28, the Northeast and Northwest One-Quarters of Section 33, and the Northwest One-Quarter of Section 34, Township 1 North, Range 3 East, Willamette Meridian, City of Fairview, Multnomah County, Oregon, and being more particularly described as follows:

Beginning at the northwest corner of Lot 15 of the plat of “Townsend Business Park No. 2”, also being on the southerly right-of-way line of the Portland Traction Company Railroad (Assessor’s Map 1N 3E 27B);

a)

1. Thence along said southerly right-of-way line, Easterly 3,631 feet, more or less, to the easterly line of Document Number 2003-189892 (Assessor’s Map 1N 3E 27A);
2. Thence along said easterly line, Southerly 376 feet, more or less, to the southerly line of said Deed (Assessor’s Map 1N 3E 27A);
3. Thence along said southerly line, Westerly 447 feet, more or less, to the easterly line of the plat of “Townsend Business Park No. 3” (Assessor’s Map 1N 3E 27A);
4. Thence along said easterly line, Southerly 1,200 feet, more or less, to the northerly right-of-way line of NE Sandy Boulevard (Assessor’s Map 1N 3E 27A);
5. Thence along said northerly right-of-way line, Westerly 456 feet, more or less, to a line parallel with and 30.00 feet westerly of the easterly line of the plat of “Townsend Business Park” (Assessor’s Map 1N 3E 27A);
6. Thence along the southerly extension of said parallel line, Southerly 64 feet, more or less, to the southerly right-of-way line of NE Sandy Boulevard (Assessor’s Map 1N 3E 27AC);
7. Thence along said southerly right-of-way line, Westerly 510 feet, more or less, to the westerly line of Parcel 2 of Document Number 2006-127832 (Assessor’s Map 1N 3E 27AC);

8. Thence along said westerly line, Southerly 751 feet, more or less, to the northerly line of Document number 95-33682 (Assessor's Map 1N 3E 27B);
9. Thence along said northerly line, Easterly 34 feet, more or less, to the easterly line of said Deed (Assessor's Map 1N 3E 27B);
10. Thence along said easterly line, Southerly 76 feet, more or less, to the northerly right-of-way line of Interstate 84 (Assessor's Map 1N 3E 27B);
11. Thence along said northerly right-of-way line, Westerly 2,302 feet, more or less, to the easterly right-of-way line of NE 223rd Avenue (Assessor's Map 1N 3E 27BC);
12. Thence along the easterly right-of-way line and the easterly right-of-way line of NE 223rd Avenue and NE Fairview Avenue, Southerly 2,090 feet, more or less, to the northerly line of Document Number 2009-026428 (Assessor's Map 1N 3E 27CC);
13. Thence along said northerly line and the northerly lines of Document Number 2014-029461 and Parcel 1 of Partition Plat Number 1996-059, Easterly 891 feet, more or less, to the easterly line of said Parcel 1 (Assessor's Map 1N 3E 27CC);
14. Thence along said easterly line, Southerly 317 feet, more or less, to the northerly right-of-way line of NE Halsey Street (Assessor's Map 1N 3E 27CC);
15. Thence along said northerly right-of-way line, Easterly 682 feet, more or less, to the northerly extension of the easterly right-of-way of NE Wood Village Boulevard (Assessor's Map 1N 3E 27CD);
16. Thence along said northerly extension, Southerly 81 feet, more or less, to the southerly right-of-way line of NE Halsey Street (Assessor's Map 1N 3E 27CD);
17. Thence along said southerly right-of-way line, Westerly 97 feet, more or less, to the westerly right-of-way line of NE Wood Village Boulevard (Assessor's Map 1N 3E 27CD);
18. Thence along said westerly right-of-way line, Southerly 490 feet, more or less, to the northerly right-of-way line of NE Arata Road (Assessor's Map 1N 3E 27CD);
19. Thence along said northerly right-of-way line, Westerly 1,227 feet, more or less, to the northerly extension of the easterly line of Document Number 2006-175713 (Assessor's Map 1N 3E 27CC);
20. Thence along said northerly extension and the easterly line of said Deed and the easterly line of Document Number 2006-175714, Southerly 386 feet, more or less, to the southerly line of said Document Number 2006-175714 (Assessor's Map 1N 3E 27CC);
21. Thence along said southerly line, Westerly 227 feet, more or less, to the easterly right-of-way line of NE Fairview Avenue (Assessor's Map 1N 3E 34B);
22. Thence along said easterly right-of-way line, Southerly 20 feet, more or less, to the southerly right-of-way line of NE Leroy Avenue (Assessor's Map 1N 3E 34B);
23. Thence along the westerly extension of said southerly right-of-way line, Westerly 57 feet, more or less, to the westerly right-of-way line of NE Fairview Avenue (Assessor's Map 1N 3E 34B);

24. Thence along said westerly right-of-way line, Southerly 649 feet, more or less, to the southerly line of Tract "A" of the plat of "Fairview Village" (Assessor's Map 1N 3E 33AA);
25. Thence along said southerly line, Westerly 119 feet, more or less, to the northerly right-of-way line of NE Multnomah Drive (Assessor's Map 1N 3E 33AA);
26. Thence along said northerly right-of-way line, Westerly 41 feet, more or less, to the easterly line of Lot 56 of said plat (Assessor's Map 1N 3E 33AA);
27. Thence along said easterly line, Northerly 147 feet, more or less, to the easterly line of the plat of "Fairview Village No. 2" (Assessor's Map 1N 3E 33AA);
28. Thence along the easterly and northerly lines of said plat, Northwesterly 851 feet, more or less, to the northeasterly line of the plat of "Fairview Village No. 3" (Assessor's Map 1N 3E 33AA);
29. Thence along the northerly line of said plat, Westerly 433 feet, more or less, to the easterly line of the plat of "Market Drive Commons" (Assessor's Map 1N 3E 33AA);
30. Thence along the easterly, northerly, and westerly line of said plat, southwesterly 304 feet, more or less, to the northeasterly right-of-way line of NE Market Drive (Assessor's Map 1N 3E 33AA);
31. Thence leaving said northeasterly right-of-way line at right angles, Southwesterly 62 feet, more or less, to the southerly right-of-way line of NE Market Drive (Assessor's Map 1N 3E 33AA);
32. Thence along said southerly right-of-way line, Westerly 86 feet, more or less, to the easterly line of Parcel 1 of Partition Plat Number 2002-012 (Assessor's Map 1N 3E 33AB);
33. Thence along said easterly line, Southerly 179 feet, more or less, to the west southerly line of said Parcel (Assessor's Map 1N 3E 33AB);
34. Thence along said southerly line, Westerly 44 feet, more or less, to the easterly right-of-way line of a Public Alleyway per the plat of "Fairview Village No. 5" (Assessor's Map 1N 3E 33AB);
35. Thence leaving said easterly right-of-way line, Southwesterly 27 feet, more or less, to the northeast corner of Lot 230 of the said plat, also being on the westerly right-of-way line of said Alleyway (Assessor's Map 1N 3E 33AB);
36. Thence along said westerly right-of-way line, Southerly 298 feet, more or less, to the southerly line of Lot 220 of said plat (Assessor's Map 1N 3E 33AB);
37. Thence along said southerly line, Westerly 105 feet, more or less, to the easterly right-of-way line of NE Village Street (Assessor's Map 1N 3E 33AB);
38. Thence leaving said easterly right-of-way line, Southwesterly 72 feet, more or less, to the northeasterly corner of Lot 256 of said plat (Assessor's Map 1N 3E 33AB);
39. Thence along the easterly line of said Lot, Southerly 166 feet, more or less, to the southerly line of said Lot (Assessor's Map 1N 3E 33AB);

40. Thence along said southerly line, Westerly 146 feet, more or less, to the westerly line of said Lot (Assessor's Map 1N 3E 33AB);
41. Thence along said westerly line, Northerly 146 feet, more or less, to the northerly line of said Lot (Assessor's Map 1N 3E 33AB);
42. Thence leaving said northerly line of said Lot, Northwesterly 18 feet, more or less, to the westerly right-of-way line of a Public Alley, also being the easterly line of Tract "X" of said Plat (Assessor's Map 1N 3E 33AB);
43. Thence along the easterly, southerly and westerly lines of said Tract, Northwesterly 409 feet, more or less, to the southerly line of Lot 297 of the plat of "Fairview Village No. 7" (Assessor's Map 1N 3E 33AB);
44. Thence along said southerly line, Easterly 33 feet, more or less, to the easterly line of said Lot (Assessor's Map 1N 3E 33AB);
45. Thence along said easterly line and the northerly extension thereof, Northerly 161 feet, more or less, to the northerly right-of-way line of NE Market Drive (Assessor's Map 1N 3E 33AB);
46. Thence along said northerly right-of-way line, Westerly 109 feet, more or less, to the westerly line of Lot 2 of the plat of "Village Place" (Assessor's Map 1N 3E 33AB);
47. Thence along said westerly line, Northerly 255 feet, more or less, to the southerly line of Lot 1 of said plat (Assessor's Map 1N 3E 33AB);
48. Thence along said southerly line, Easterly 316 feet, more or less, to the westerly right-of-way line of NE Village Street (Assessor's Map 1N 3E 33AB);
49. Thence along said westerly right-of-way line, Northerly 224 feet, more or less, to the southerly right-of-way line of NE Halsey Street (Assessor's Map 1N 3E 33AB);
50. Thence along said southerly right-of-way line, Westerly 1,655 feet, more or less, to the intersection of the easterly line of Document Number 2009-024202 and the southerly right-of-way line of NE Halsey Street (Assessor's Map 1N 3E 33BA);
51. Thence along said easterly line, and the southerly extension thereof, Southerly 1,200 feet, more or less, to the easterly north line of Parcel 1 of Document Number 98-073726 (Assessor's Map 1N 3E 33BA);
52. Thence along said easterly north line, Easterly 365 feet, more or less, to the most easterly line of said Deed (Assessor's Map 1N 3E 33BA);
53. Thence along said easterly line, Southerly 159 feet, more or less, to the southerly line of said Deed (Assessor's Map);
54. Thence along said southerly line and the westerly extension thereof, Westerly 1,596 feet, more or less, to the easterly line of Book 670, Page 336 (Assessor's Map 1N 3E 33BC);
55. Thence along said easterly line, Northerly 262 feet, more or less, to the southerly line of Book 1698, Page 476 (Assessor's Map 1N 3E 33);
56. Thence along said southerly line, Easterly 160 feet, more or less, to the easterly line of said Deed (Assessor's Map 1N 3E 33);

57. Thence along said easterly line, Northerly 360 feet, more or less, to the westerly extension of the southerly line of Document Number 98-077649 (Assessor's Map 1N 3E 33BA);
58. Thence along said westerly extension and said southerly line, Northeasterly 738 feet, more or less, to the easterly line of said Deed (Assessor's Map 1N 3E 33BA);
59. Thence along said easterly line, Northerly 537 feet, more or less, to the southerly right-of-way line of NE Halsey Street (Assessor's map 1N 3E 33BA);
60. Thence leaving said southerly right-of-way line, Northerly 85 feet, more or less, to the southeast corner of Lot 38 of the plat of "Raze Meadows", also being on the northerly line of NE Halsey Street (Assessor's Map 1N 3E 28CD);
61. Thence along said northerly right-of-way line, Easterly 125 feet, more or less, to the easterly line of said plat (Assessor's Map 1N 3E 28CD);
62. Thence along said easterly line, Northerly 661 feet, more or less, to the northerly line of Document Number 99-081659 (Assessor's Map 1N 3E 28CD);
63. Thence along said northerly line and the northerly line of Document Number 2000-131044, Easterly 277 feet, more or less, to the westerly right-of-way line of NE Fairview Parkway (Assessor's Map 1N 3E 28CD);
64. Thence along said westerly right-of-way line, Northwesterly 359 feet, more or less, to the northerly right-of-way line of NE Wistful Vista Drive (Assessor's Map 1N 3E 28);
65. Thence along said northerly right-of-way line, Westerly 707 feet, more or less, to the westerly line of Document Number 2017-133674 (Assessor's Map 1N 3E 28);
66. Thence along said westerly line, Northerly 677 feet, more or less, to the southerly right-of-way line of the Union Pacific Railroad (Assessor's Map 1N 3E 28);
67. Thence along said southerly right-of-way line, Easterly 247 feet, more or less, to the westerly edge of the NE Fairview Parkway over pass over Interstate 84 (Assessor's Map 21N 3E 28);
68. Thence leaving said southerly right-of-way line, and along the westerly edge of the NE Fairview Parkway Overpass, along the following courses; North 16°00'07" West 44.80 feet;
69. Thence along a curve to the left with a Radius of 140.10 feet, Delta of 51°47'04", Length of 126.62 feet, and a Chord of North 41°53'39" West 122.36 feet;
70. Thence North 83°12'09" West 34.04 feet;
71. Thence North 05°33'22" East 57.79 feet;
72. Thence South 83°12'09" East 29.25 feet;
73. Thence along a curve to the left with a Radius of 33.77 feet, Delta of 87°18'16", Length of 51.45 feet, and a Chord of North 53°08'43" East 46.62 feet;
74. Thence North 13°59'47" West 323.85 feet;
75. Thence leaving said westerly overpass edge, North 74°42'25" East 62.82 feet to the westerly edge of the off-ramp from NE Fairview Parkway to Interstate 84 Westbound;

76. Thence along said westerly edge, along a non-tangent curve to the right (with a radial bearing of North 78°11'07" East) with a Radius of 180.82 feet, Delta of 25°11'59", Length of 79.53 feet, and a Chord of North 00°47'07" East 78.89 feet;
77. Thence leaving said westerly edge, South 79°30'02" East 41.51 feet to the easterly edge of the NE Fairview Parkway Overpass;
78. Thence along a non-tangent curve to the left (with a radial bearing of North 80°36'21" East) with a Radius of 295.29 feet, Delta of 17°00'36", Length of 87.67 feet, and a Chord of South 00°53'21" East 87.34 feet;
79. Thence South 09°23'39" East 34.77 feet;
80. Thence South 11°06'24" West 22.84 feet;
81. Thence South 13°59'47" East 266.41 feet;
82. Thence along a curve to the left with a Radius of 42.41 feet, Delta of 78°22'43", Length 58.02 feet, and a Chord of South 53°11'09" East 53.60 feet;
83. Thence North 86°24'48" East 77.45 feet;
84. Thence South 05°33'28" East 51.70 feet;
85. Thence along a non-tangent curve to the left (with a radial bearing of North 73°30'05" East) with a Radius of 91.22 feet, Delta of 98°46'29", Length of 157.26 feet, and a Chord of South 32°53'20" West 138.49 feet;
86. Thence South 16°58'58" East 33.70 feet, to the southerly right-of-way line of the Union Pacific Railroad (Assessor's Map 1N 3E 28A);
87. Thence along said southerly right-of-way line, Easterly 3,587 feet, more or less, to the westerly right-of-way line of First Street (Assessor's Map 1N 3E 27BC);
88. Thence along said westerly right-of-way line, Southerly 50 feet, more or less, to the northeast corner of Document Number 2010-155337 (Assessor's Map 1N 3E 28);
89. Thence leaving said westerly right-of-way line, Northeasterly 63 feet, more or less, to the intersection of the easterly right-of-way line of First Street and the southerly right-of-way line of Curve Street (1N 3E 27BC);
90. Thence along said southerly right-of-way line of Curve Street, Northeasterly 373 feet, more or less, to the westerly right-of-way line of NE Fairview Avenue (Assessor's Map 1N 3E 27BC);
91. Thence along said westerly right-of-way line and the westerly right-of-way line of NE 223rd Avenue, Northerly 352 feet, more or less, to the southerly right-of-way line of NE Sandy Boulevard (Assessor's Map 1N 3E 27BC);
92. Thence along said southerly right-of-way line, Westerly 187 feet, more or less, to the southeasterly line of Document Number 2002-227229 (Assessor's Map 1N 3E 28AD);
93. Thence along said southeasterly line and the northwesterly line of Book 2757, Page 155, Southwesterly 620 feet, more or less, to the northerly right-of-way line of Interstate 84 (Assessor's Map 1N 3E 28AD);

94. Thence along said northerly right-of-way line, Westerly 2,006 feet, more or less, to the westerly line of Book 1396, Page 828 (Assessor's Map 1N 3E 28AC);
95. Thence along said westerly line and the northerly extension thereof, Northerly 767 feet, more or less, to the southerly right-of-way line of NE Sandy Boulevard (Assessor's Map 1N 3E 28AC);
96. Thence along said southerly right-of-way line, Westerly 848 feet, more or less, to the easterly line of Parcel 2 of Partition Plat Number 2005-172 (Assessor's map 1N 3E 28BD);
97. Thence along said easterly line, Southerly 146 feet, more or less, to the southerly line of said Parcel 2 (Assessor's Map 1N 3E 28BD);
98. Thence along said southerly line, Westerly 191 feet, more or less, to the westerly line of said Parcel 2 (Assessor's Map 1N 3E 28BD);
99. Thence along said westerly line, Northerly 203 feet, more or less, to the southerly right-of-way line of NE Sandy Boulevard (Assessor's map 1N 3E 28BD);
100. Thence along said southerly right-of-way line, Westerly 1,416 feet, more or less, to the easterly right-of-way line of NE 205th Avenue (Assessor's Map 1N 3E 28BC);
101. Thence along said easterly right-of-way line, Southerly 842 feet, more or less, to the easterly extension of the northerly line of Parcel 1 of Partition Plat Number 2001-097 (Assessor's Map 1N 3E 28BC);
102. Thence along said easterly extension and the northerly line thereof, Westerly 255 feet, more or less, to the westerly line of said Parcel 1 (Assessor's Map 1N 3E 28BC);
103. Thence along said westerly line, Southerly 112 feet, more or less, to the southerly line of Parcel 2 of said Partition Plat (Assessor's Map 1N 3E 28BC);
104. Thence along said southerly line, Westerly 224 feet, more or less, to the westerly line of said Parcel 2 (Assessor's Map 1N 3E 28BC);
105. Thence along said westerly line, Northerly 233 feet, more or less, to the northerly line of said Parcel 2 (Assessor's Map 1N 3E 28BC);
106. Thence along said northerly line, Easterly 452 feet, more or less, to the westerly right-of-way line of NE 205th Avenue (Assessor's Map 1N 3E 28BC);
107. Thence along said westerly right-of-way line, Northerly 746 feet, more or less, to the southerly right-of-way line of NE Sandy Boulevard (Assessor's Map 1N 3E 28BC);
108. Thence along said southerly right-of-way line, Westerly 731 feet, more or less, to the southerly extension of the westerly line of Document Number 2001-203961 (Assessor's Map 1N 3E 28BB);
109. Thence along said southerly extension, Northerly 51 feet, more or less, to the northerly right-of-way line of NE Sandy Boulevard (Assessor's Map 1N 3E 28BB);
110. Thence along said northerly right-of-way line, Easterly 1,550 feet, more or less, to the westerly line of Parcel 2 of Document Number 2015-079186 (Assessor's Map 1N 3E 28BD);

111. Thence along said westerly line, and the westerly line of Document Number 2015-079186, Northerly 719 feet, more or less, to the southerly right-of-way line of the Portland Traction Company Railroad (Assessor's Map 1N 3E 28);
112. Thence along said southerly right-of-way line, Easterly 2,390 feet, more or less, to the easterly line of Parcel 2 of Partition Plat Number 1992-168 (Assessor's Map 1N 3E 28A);
113. Thence along said easterly line, Southerly 880 feet, more or less, to the southerly line of said Parcel 2 (Assessor's map 1N 3E 28A);
114. Thence along said southerly line, Westerly 670 feet, more or less, to the westerly line of the plat of "Fairview Terrace No. 3" (Assessor's Map 1N 3E 28AC);
115. Thence along said westerly line, Southerly 473 feet, more or less, to the northerly right-of-way line of NE Sandy Boulevard (Assessor's Map 1N 3E 28AC);
116. Thence along said northerly right-of-way line, Easterly 1,672 feet, more or less, to the easterly line of the plat of "Fairview Terrace No. 2" (Assessor's Map 1N 3E 28AD);
117. Thence along said easterly line, Northerly 399 feet, more or less, to the southerly line of the plat of "Heron Pointe" (Assessor's Map 1N 3E 28AD);
118. Thence along said southerly line, Easterly 691 feet, more or less, to the westerly right-of-way line of NE 223rd Avenue (Assessor's Map 1N 3E 28AD);
119. Thence along said westerly right-of-way line, Northerly 1,603 feet, more or less, to the southeast corner of Lot 13 of the plat of "Lake Shore Estates" (Assessor's Map 1N 3E 28AA);
120. Thence along the line between said southeast corner and the intersection of the easterly right-of-way line of NE 223rd Avenue and the northerly right-of-way line of the Portland Traction Company Railroad, Southeasterly 35 feet, more or less, to the centerline of NE 223rd Avenue (Assessor's Map 1N 3E 22C);
121. Thence along said centerline, Northerly 4,758 feet, more or less, to the westerly line of the remainder of Tract "A" of Document Number 2007-216750 also being on the easterly right-of-way line of NE 223rd Avenue (Assessor's Map 1N 3E 22);
122. Thence along said easterly right-of-way line and continuing along the westerly line of Partition Plat Number 2000-098, Northerly 974 feet, more or less, to the Mean High Water Line of the Columbia River (Assessor's Map 1N 3E 22);
123. Thence along said Mean High Water Line, Easterly 4,307, more or less, to the easterly line of Book 1387, Page 758 (Assessor's Map 1N 3E 22);
124. Thence along said easterly line, Southerly 82 feet, more or less, to the northerly line of Parcel 2 of Partition Plat 2000-060 (Assessor's map 1N 3E 22);
125. Thence along said northerly line, Southwesterly 2,118 feet, more or less, to the westerly line of said Parcel 2 (Assessor's Map 1N 3E 22);
126. Thence along said westerly line, Southerly 802, more or less, to the southerly line of said Parcel 2 (Assessor's Map 1N 3E 22);
127. Thence along said southerly line, Easterly 330 feet, more or less, to the westerly line of the plat of "Troutdale Reynolds Industrial Park No. 3" (Assessor's Map 1N 3E 22);

128. Thence along said westerly line, Southerly 589 feet, more or less, to the northerly line of a transmission line easement as recorded in Multnomah County Deed Book 1643, Page 467 (Assessor's Map 1N 3E 22);
129. Thence along said northerly line, Westerly 2,612 feet, more or less, to the westerly line of the remainder of Tract "A" of Document Number 2007-216750 (Assessor's Map 1N 3E 22);
130. Thence along said westerly line, Northerly 202 feet, more or less, to the southerly right-of-way line of NE 223rd Avenue (Assessor's Map 1N 3E 22);
131. Thence along said southerly right-of-way line, Easterly 30 feet, more or less, to the easterly right-of-way line of NE 223rd Avenue (Assessor's Map 1N 3E 22);
132. Thence along said easterly right-of-way line, Northerly 65 feet, more or less, to a line parallel with and 5.00 feet southerly of the centerline of NE 223rd Avenue (Assessor's Map 1N 3E 22);
133. Thence along said parallel line, Southwesterly 2,292 feet, more or less, to a point that is 35.00 feet southwesterly when measured at right angles to the intersection of the northeasterly right-of-way line of NE 223rd Avenue and the southwesterly right-of-way line of Blue Lake Road (Assessor's Map 1N 3E 21DA);
134. Thence leaving said parallel line, at right angles, Northeasterly 35 feet, more or less, to said intersection (Assessor's Map 1N 3E 21DA);
135. Thence along the southwesterly and westerly right-of-way lines of Blue Lake Road, Southeasterly 1,140 feet, more or less, to the intersection of said westerly right-of-way line and the northeasterly right-of-way line of NE 223rd Avenue (Assessor's Map 1N 3E 22);
136. Thence leaving said northeasterly right-of-way line, at right angles, Southwesterly 35 feet, more or less, to a line parallel with and 5.00 feet easterly of the centerline of NE 223rd Avenue (Assessor's Map 1N 3E 22);
137. Thence along said parallel line, Southerly 1,370 feet, more or less, to a line between the southeast corner of Lot 13 of the Plat of "Lake Shore Estates" and the intersection of the northerly right-of-way line of the Union Pacific Railroad and the easterly line of NE 223rd Avenue (Assessor's Map 1N 3E 27B);
138. Thence along said line, Southeasterly 29 feet, more or less, to the easterly right-of-way line of NE 223rd Avenue (Assessor's Map 1N 3E 27B);
139. Thence along said easterly right-of-way line, Southerly 107 feet, more or less, to the Point of Beginning.

Excepting Parcel:

Beginning at the southwest corner of Lot 4, Block 8 of the plat of "Raintree Park" (Assessor's Map 1N 3E 28DC);

200. Thence along the westerly line of said plat, Northerly 1,752 feet, more or less, to the southerly line of Tract "A" of said plat (Assessor's Map 1N 3E 28DB);
201. Thence along the southerly line of said Tract, Easterly 1,413 feet, more or less, to the easterly line of said plat (Assessor's Map 1N 3E 28DB);
202. Thence along said easterly line, Northerly 169 feet, more or less, to the southerly line of Document Number 2017-109394 (Assessor's Map 1N 3E 28DB);
203. Thence along said southerly line, Northeasterly 122 feet, more or less, to the westerly right-of-way line of Seventh Street (Assessor's Map 1N 3E 28DB);
204. Thence along said westerly right-of-way line, Northerly 30 feet, more or less, to the northerly right-of-way line of Depot Street (Assessor's Map 1N 3E 28DB);
205. Thence along said northerly right-of-way line, Easterly 25 feet, more or less, to the westerly line of the plat of "Wind River" (Assessor's Map 1N 3E 28DB);
206. Thence along said westerly line, Northerly 104 feet, more or less, to the northerly line of said plat (Assessor's Map 1N 3E 28DB);
207. Thence along said northerly line, Easterly 725 feet, more or less, to the easterly line of said plat (Assessor's Map 1N 3E 28DB);
208. Thence along said easterly line, Southerly 101 feet, more or less, to the northerly right-of-way line of Depot Street (Assessor's Map 1N 3E 28DB);
209. Thence along said northerly right-of-way line, Easterly 1,361 feet, more or less, to the easterly right-of-way line of First Street (Assessor's Map 1N 3E 28DA);
210. Thence along said easterly right-of-way line, Southerly 380 feet, more or less, to the northerly right-of-way line of Main Street (Assessor's Map 1N 3E 28DA);
211. Thence along said northerly right-of-way line, Easterly 159 feet, more or less, to the westerly right-of-way line of NE Fairview Avenue (Assessor's Map 1N 3E 27CB);
212. Thence along said westerly right-of-way line, Southerly 1,448 feet, more or less, to the northerly line of Document Number 2009-004762 (Assessor's Map 1N 3E 28DD);
213. Thence along said northerly line, Southwesterly 467 feet, more or less, to the westerly line of said Deed (Assessor's Map 1N 3E 28DD);
214. Thence along said westerly line, Southerly 213 feet, more or less, to the northerly line of Document Number 2000-091508 (Assessor's Map 1N 3E 28DD);
215. Thence along said northerly line, and the northerly lines of Tract 2 of Document Number 99-232737 and Parcel 1 of Document Number 97-071357, Westerly 374 feet, more or less, to the easterly line of the plat of "Klondike" (Assessor's Map 1N 3E 28DD);
216. Thence along said easterly line, Southerly 108 feet, more or less, to the southerly line of said plat (Assessor's Map 1N 3E 28DD);
217. Thence along said southerly line and the northerly line of Document Number 2013-163884, Westerly 461 feet, more or less, to the easterly right-of-way line of Sixth Street (Assessor's Map 1N 3E 28DD);

218. Thence leaving said easterly right-of-way line, Southwesterly 65 feet, more or less, to the intersection of the westerly right-of-way line of Sixth Street with the Northerly line of Document Number 97-153970 (Assessor's Map 1N 3E 28DD);
219. Thence along said northerly line, and the northerly lines of Document Number 2005-202256 and Document Number 2007-210321, Westerly 237 feet, more or less, to the westerly line of said Document Number 2007-210321 (Assessor's Map 1N 3E 28DD);
220. Thence along said westerly line, Southerly 24 feet, more or less, to the northerly line of Document Number 2013-124065 (Assessor's Map 1N 3E 28DD);
221. Thence along said northerly line, Westerly 65 feet, more or less, to the easterly line of Document Number 96-157101 (Assessor's Map 1N 3E 28DD);
222. Thence along said easterly line, Northerly 102 feet, more or less, to the northerly line of said Deed (Assessor's Map 1N 3E 28DD);
223. Thence along the northerly line and westerly line of said Deed, Southwesterly 179 feet, more or less, to the northerly right-of-way line of NE Halsey Street (Assessor's Map 1N 3E 28DD);
224. Thence along said northerly right-of-way line, Westerly 277 feet, more or less to the westerly line of Lot 6 of the plat of "Shadow Heights" (Assessor's Map 1N 3E 28DD);
225. Thence along the westerly and southwesterly lines of said plat, Northwesterly 325 feet, more or less, to the northerly line of Parcel 1 of Partition Plat Number 2006-098 (Assessor's Map 1N 3E 28DC);
226. Thence along said northerly line, Westerly 103 feet, more or less, to the westerly line of said Parcel 1 (Assessor's Map 1N 3E 28DC);
227. Thence along said westerly line, Southerly 267 feet, more or less, to the northerly right-of-way line of NE Halsey Street (Assessor's Map 1N 3E 28DC);
228. Thence along said northerly right-of-way line, Westerly 978 feet, more or less, to the Point of Beginning.

The above described tract of land contains 459 acres, more or less.

Bearings shown with degrees, minutes and seconds are based on Oregon State Plane Coordinates North Zone 3601, NAD 83(91).

11/6/18



Michael S. Kalina



