

ROCKWOOD-WEST GRESHAM RENEWAL PLAN

City of Gresham
Community & Economic Development Department
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I. PREFACE

This Rockwood-West Gresham Renewal Plan (the “Plan”) calls for an urban renewal program within Rockwood-West Gresham. Urban renewal programs are used by cities and counties throughout Oregon to improve conditions in specific parts of their communities. These conditions are those that prevent the area from developing properly and thereby providing good housing, jobs and services.

Urban renewal is a locally controlled program. This Plan will be administered by the Gresham Redevelopment Commission, which consists of the members of the Gresham City Council (as stated in the Gresham Revised Code, Article 2.24). The Plan was developed with extensive public involvement (described in detail below) and it will be carried out with the continued involvement of the citizens of Gresham and those with an interest in Rockwood-West Gresham.

II. INTRODUCTION

The Rockwood-West Gresham Renewal Plan is a twenty year plan for improving the economy and the community of Rockwood-West Gresham. The Plan is a partnership among residents, property and business owners and the City of Gresham, because the participation of all will be needed for renewal.

The overall goals of the Plan are to support the development of businesses that create well paying (“family wage”) jobs and to improve the quality of housing for current and future Rockwood residents. It will achieve these goals by providing public investment to support industrial, commercial and residential development and rehabilitation.

As a guide to the improvement of Rockwood-West Gresham, the Plan contains

- information on the planning process and how citizens took part
- a map of the renewal area
- goals and objectives
- urban renewal projects and programs
- authorization of tax increment financing, a unique means of paying for urban renewal projects which does not affect the tax rates of property owners (see Section IX for a description of tax increment financing), and
- the ways in which the Plan may be changed in the future.

Rockwood-West Gresham is Gresham’s “front door.” People traveling from the west experience this area first. Yet, this once commercially alive area has suffered over the years. It provides Gresham residents fewer job opportunities than at present, and too much of its housing is in poor condition and in need of rehabilitation.

But the area has many strengths that, with the right resources, can achieve a turn around. Its location is ideal. It is accessible by car from Interstate 84, and is served by major east-west streets including Stark, Burnside, Glisan and Halsey. 181st Avenue connects the northern

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and southern parts of the area, linking residents with shopping and jobs. Rockwood residents are very well served by the Banfield MAX (Light Rail), with five stations located in the area.

But most importantly, Rockwood-West Gresham's diverse community of residents and business and property owners are willing to work hard for renewal, as a result the improvement of the area has become one of the City of Gresham's highest priorities.

A. Background and Past Planning Efforts

The City of Gresham has worked closely with Rockwood-West Gresham citizens, business owners and property owners. Prior work includes studying conditions in the area, updating land-use plans and regulations, developing the Rockwood Action Plan and supporting the Rockwood Action Plan Implementation Committee (RAPIC) in making the action plan a reality.

Planning for the improvement of Rockwood-West Gresham began shortly after Gresham's annexation of the area in the mid-1980's. In 1992, the community-based Gresham 2020 Vision ranked Rockwood as a community center second only to downtown.

In 1995, the City worked with community members on the Central Rockwood Mixed Use Development study. The study recommended urban renewal as a key tool for area improvement. Continued work with the community resulted in the Central Rockwood Plan. Based on this plan the City Council rezoned the area for a mix of residential and commercial uses, adopted a future streets plan and noted future parks opportunities.

In 1997, Gresham's "Citizens First" listening process again asked citizens for their views on Rockwood's strengths and challenges. These citizen perspectives, gathered through community meetings and surveys sponsored by Rockwood area neighborhood associations, provided the starting point in 1998 for the newly commissioned Rockwood Action Plan Task Force.

This group of community members oversaw the development of the Rockwood Action Plan in 1998. The first stated policy of the Rockwood Action Plan was to support resident and property owner involvement in revitalizing Rockwood. The plan recommended urban renewal as a way of achieving a balanced mix of housing (such as ownership and rental), promoting business development, and redeveloping and improving the "triangle" formed by 181st Avenue, Burnside Street and Stark Street. In 2000, the Rockwood Action Plan Implementation Committee (RAPIC), which was created from the Task Force to oversee the plan, ranked creation of an urban renewal plan for the Rockwood-West Gresham area as one of its top four priorities.

Recently, Rockwood-West Gresham Renewal was ranked as the number one priority in the City of Gresham's Strategic Plan (2002).

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B. Public Involvement and Planning Process

[Detailed information on the public involvement process is contained in Exhibit B: Public Involvement Plan and Summary of Public Involvement.]

In January 2001, the City of Gresham Council initiated a study of the feasibility of urban renewal. This process gained public input by means of community surveys, two public community workshops, a City Council work session and the Council hearing that preceded its adoption.

Reflecting the major ethnic groups that live and work in Rockwood, information about the study and an invitation to participate was translated into Spanish and Russian. Planning materials were distributed widely throughout the community and the City.

Based on the findings in the feasibility study that an urban renewal plan would meet the statutory requirements and that could improve housing stock and job opportunities for Gresham residents, the Council decided to proceed to the next step of preparing a proposed urban renewal plan. A seventeen member Working Group was formed to oversee the preparation of the Rockwood-West Gresham Renewal Plan. Members of the working group included long time residents and people newer to the community. It included property owners and business owners, and representatives of organizations with interests in the area. The Working Group shaped the boundaries of the urban renewal area, the Plan's goals and objectives and the projects that would be carried out.

The Working Group held six public meetings and hosted two community open houses. Again, information and an invitation to participate in the planning process were translated into Spanish and Russian and were distributed widely throughout the community and the City.

C. Adoption Process

In addition to the general public participation, the Plan and its accompanying Report were reviewed by the taxing districts that levy property taxes within the Area. These "overlapping taxing districts" will be affected by tax increment financing. (See Report, Section IX)

The Plan was further presented to the Gresham Planning Commission and the Multnomah County Board of Commissioners for their recommendations. The Gresham City Council considered the Plan at a public hearing, notice of which was provided to each individual postal customer in Gresham.

Finally, the Plan was approved by Gresham voters. The requirement for voter approval is a provision of the Gresham City Charter.

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D. Administration by Gresham Redevelopment Commission

The Plan will be carried out by the Gresham Redevelopment Commission (the “Commission”) which consists of the members of the City Council acting as the urban renewal agency. The Commission intends to involve the public in the implementation of the Plan and may appoint advisory committees and/or working groups for this purpose.

III. URBAN RENEWAL AREA

The Rockwood-West Gresham Urban Renewal Area (the “Area”) is shown in Figure 1. Exhibit A to the Plan contains a legal description of the Area. The Area includes Rockwood’s town center, property that fronts NE 181st Avenue, Burnside and Stark Streets, the eastern part of the Banfield Corporate Park, and certain industrial properties located north of Interstate 84.

Generally, over the last several years, the Area has deteriorated. Buildings in the Area have been poorly maintained and property lies vacant or underused. Families live in apartments that are in need of major repair and businesses have declined or moved out of the Area. Sidewalks and intersection improvements are lacking, and heavy auto traffic makes it inconvenient and unsafe for pedestrians. Industrial land that could otherwise generate jobs for Gresham residents remains undeveloped because of inadequate access and utilities.

The poor physical conditions in the Area contribute to high levels of crime and social problems. The cost of providing public safety and social services to Rockwood-West Gresham is high and the tax revenues produced from the area are low, when compared to other areas of the city. As a result, the area is not contributing its share of the cost of improving the livability of Gresham and east Multnomah County.

Under state law contained in Chapter 457 of Oregon Revised Statutes (“ORS 457”), the Gresham City Council must find that the urban renewal area (the “Area”) is “blighted.”

The Area is characterized by conditions of “blight,” as defined in ORS 457.010(1), including:

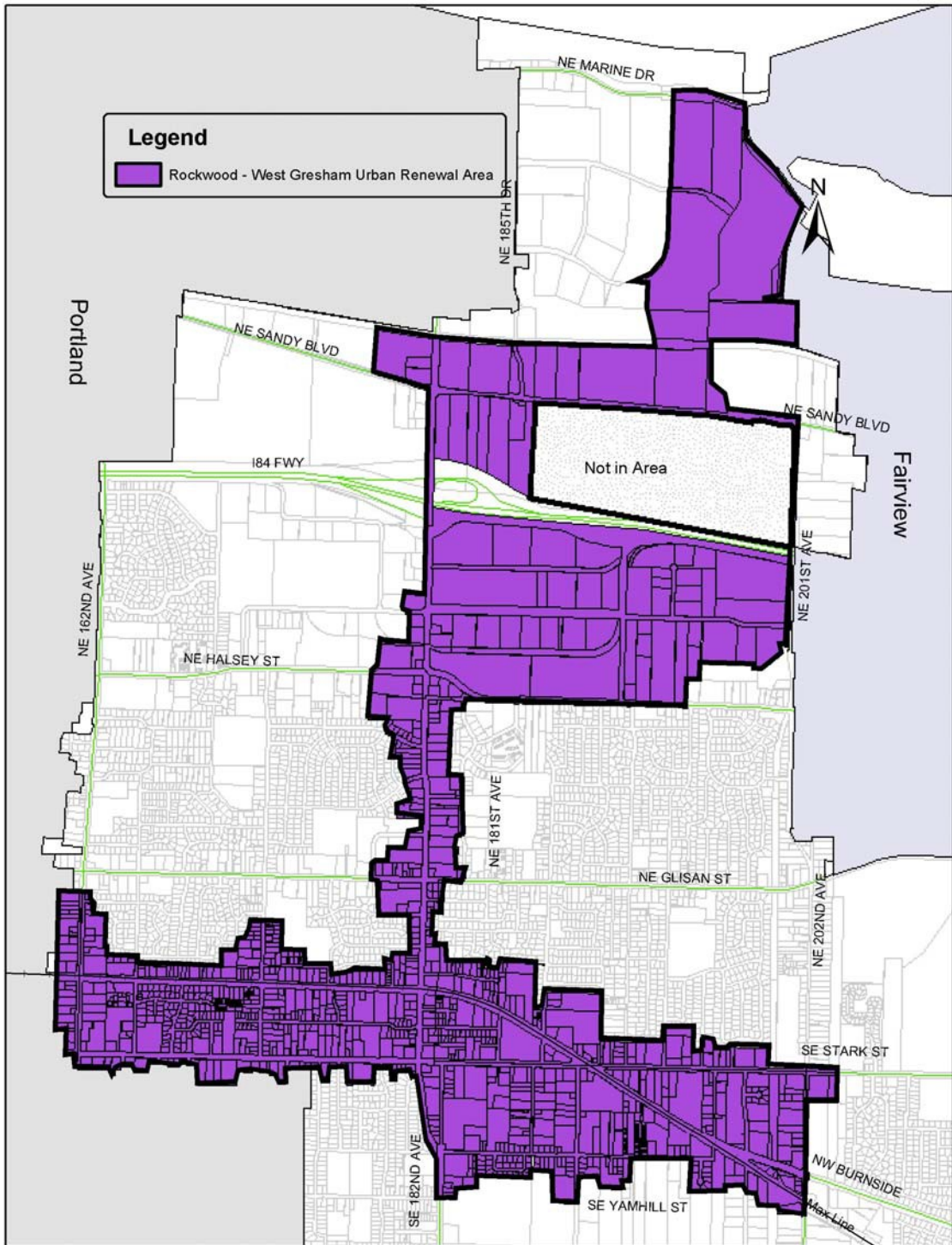
- substandard buildings,
- vacant and underused land and buildings,
- inadequate streets, utilities and open space to serve the community,
- lot sizes and shapes that are not appropriate for their planned uses, and
- property values that are too low to provide the tax revenues necessary to pay for public services.

These conditions are described in detail in the Urban Renewal Report that accompanies this Plan.

In addition, the Area is appropriate for urban renewal in that it includes land that can provide for employment, shopping and services and a range of housing opportunities for residents of Rockwood-West Gresham, the city of Gresham and east Multnomah County.

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Figure 1. Rockwood-West Gresham Urban Renewal Area Map



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IV. GOALS AND OBJECTIVES

The following goals and objectives state the overall intent and hoped for results of the Plan. They were developed by the Working Group, after a thorough discussion and consideration of input from the public.

The goals are broader statements of priorities and principles. The objectives are more tangible actions that will help achieve the goal. Together the goals and objectives will guide the implementation of the Plan.

Goal 1: Public Involvement: Provide a variety of ways for the community to participate in and be informed about revitalizing Rockwood-West Gresham.

The City of Gresham is committed to broad-based public involvement in creating and implementing the Rockwood-West Gresham Renewal Plan.

Objective A. The City of Gresham will provide ongoing ways for the public to be involved in creating and carrying out the urban renewal plan.

Objective B. Public involvement efforts will include all of the City's diverse population.

Goal 2: Improve Rockwood Town Center: Improve Rockwood Town Center so it provides a mix of high quality housing, jobs, shopping and services for the community. It will also serve as an attractive "front door" to Gresham, and as a focal point for Rockwood.

Rockwood Town Center is the heart of Rockwood-West Gresham and the City's "front door."

Objective A. Prepare a redevelopment plan for the town center.

Objective B. Rehabilitate existing buildings.

Objective C. Redevelop some existing properties.

Goal 3: Increase Availability of Quality Housing: Make ownership housing more available in terms of the number of units and their affordability for a range of household incomes. Improve the quality of existing rental housing while preserving affordability.

Rockwood has a wide range of housing opportunities, but for many years most of the new housing in Rockwood consisted of multi-family rental units. Recently, Rockwood has been heading toward a better balance of ownership and rental housing.

Objective A. Facilitate development of ownership housing types.

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Objective B. Rehabilitate existing housing stock.

Objective C. Ensure development of a diversity of housing types.

Goal 4: Help Create and Retain Family Wage Jobs by Improving Industrial and Commercial Areas: Improve the use of industrial and commercial lands in ways that retain and generate family wage jobs and accommodate a diversity of business types, large and small.

Rockwood-West Gresham contains industrial lands that are undeveloped or underdeveloped. Much of the commercial/mixed use land in the Area is similarly underused.

Objective A. Renew and rehabilitate underused industrial lands and buildings.

Objective B. Renew existing commercial/mixed use areas.

Goal 5: Develop Public Safety and Community Service Facilities: Facilitate development of public safety and service facilities to serve the Area.

A key to the improvement of the Area is increasing the level of public safety and to provide convenient access to community service facilities.

Objective A: Develop public safety facilities to promote a safe environment for residents and business activity.

Objective B: Develop service facilities that address the greatest service needs in the Area.

Goal 6: Parks and Recreation Facilities: Facilitate development of conveniently located parks and recreation facilities to the Area with strong pedestrian and transit links to residential neighborhoods.

The Area does not have enough parks, and existing parks are not safely and conveniently located for pedestrians.

Objective A. Develop neighborhood parks where most needed.

Objective B. Improve access to existing and future parks and recreational facilities.

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Goal 7: Improve Transportation: Provide a safe, multi-modal transportation system for circulation within and around the Rockwood-West Gresham area.

Rockwood-West Gresham lacks a network of local streets to serve much of its industrial and commercial/mixed-use lands. Some existing arterial streets lack or have inadequate facilities such as sidewalks and safe pedestrian crossings.

Objective A. Complete local street network.

Objective B. Develop pedestrian and bicycle facilities.

Objective C. Develop links to transit stations and promote transit-supported development to leverage the assets of the light rail corridor.

Objective D. Improve appearance and safety of MAX corridor and arterial street corridors in the Area.

Goal 8: Promote Quality Development: Promote high quality development, in keeping with the Area's importance to the community.

The Area will benefit substantially from higher quality, more attractive and better planned development.

Objective A. Facilitate attractive, pedestrian- and street-oriented development in the Rockwood Town Center area and along Stark, Burnside and 181st Avenue.

Objective B. Rehabilitate or redevelop existing structures that affect the appearance and value of the area.

Objective C: Work with City of Gresham as appropriate to revise existing, and propose new, development regulations and guidelines to ensure high quality development.

V. URBAN RENEWAL PROJECTS

The projects called for in the Plan include public improvements, financial and technical assistance to property and business owners, purchase of land from willing sellers, without use of condemnation and sale or lease for redevelopment and development of public facilities. This section of the Plan provides an outline of urban renewal projects and then lists specific projects in more detail.

Development of public improvements, including streets, streetscape, utilities, parks, plazas, parking and transit facilities to address the inadequacies found in the Area will generally include the following:

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- In the industrial areas in the northern part of the Area, street and utility improvements will promote development of industrial land, helping to create jobs and economic vitality within the Area by improving access and circulation.
- Along 181st, street, streetscape and public parking improvements will promote infill development and rehabilitation of the many underused properties.
- Within the Rockwood Town Center “triangle” area, streets, streetscape, parks, plazas and parking will promote the improvement, development and redevelopment of the underused and deteriorated properties. These investments will improve circulation and access and create the amenities necessary to spur quality development.
- Within the Stark and Burnside corridors west of 181st, street, streetscape and parks will promote development of a range of housing opportunities and appropriate commercial uses. In the part of the Area south of Stark, streets, streetscape and parks will promote rehabilitation and redevelopment of deteriorated buildings and underused properties.

Assistance to property and/or business owners in rehabilitating, developing or redeveloping property will take the form of loans, grants and technical assistance. These investments will address the underdevelopment of the Area, the lack of a range of housing opportunities and the lack of quality commercial space.

The Plan authorizes the buying and selling or leasing property for redevelopment within the Area, from property owners that are willing to sell and without the threat or use of eminent domain (condemnation). Such action is necessary to address the inadequate size and shape of existing lots (described in the Report) to support the planned use of the property. In particular this assistance will be made available for projects that generate permanent family wage jobs, that contain or result in a range of housing types and tenures (ownership and rental) and/or that contain a mix of residential and commercial or public service uses.

Developing public facilities will include providing recreational, cultural, public safety and social services.

Projects are described in more detail as follows:

A. Public Improvements

Public improvements authorized under the plan include developing, replacing or upgrading streets and utilities, sidewalks and streetscape, parks, plazas and open spaces, and public parking facilities. As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs.

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The projects listed below are all contained in the City of Gresham's adopted facilities plans and are authorized projects under this Plan. Additions, deletions and/or changes to projects listed shall not be considered changes to the Plan if such changes are first made to the appropriate adopted City of Gresham facilities plan.

1. Streets and Streetscape

Street (roadway, curbs and gutters) and related streetscape (sidewalks, street trees, street lights, etc.) improvements include those listed in this subsection. Further planning will determine the specific nature of streetscape improvements, especially along 181st Avenue and its intersections with Glisan and Halsey Streets, Burnside Street and Stark Street. Street improvements are intended to upgrade streets to the "urban standards" contained in the City of Gresham's Transportation System Plan. Street and streetscape design shall take into account environmental impacts.

- a) 181st Avenue Intersection Improvements at Burnside, Glisan and Halsey Streets and at I-84 interchange. Add turn lanes and upgrade controls.
- b) 181st Avenue: Halsey to Sandy: add travel lanes and improve railroad overcrossing.
- c) 184th Avenue, Wilkes to San Rafael: Construct new collector street to improve freight access and circulation for the surrounding industrial area.
- d) 185th Avenue, Sandy north to Area boundary: Widen and realign 185th and widen under crossing at railroad to improve freight access and circulation in the surrounding industrial and employment areas.
- e) 185th Avenue, Yamhill to Stark: Construct new local street to improve access and circulation within the Rockwood Town Center Area.
- f) 190th Avenue, Stark to Yamhill: Improve with street lighting, sidewalks and bicycle facilities and storm drains.
- g) 192nd Avenue Wilkes to Halsey: Improve to collector standards with street lighting, sidewalks and bicycle facilities.
- h) 197th Avenue, Yamhill to Stark: Improve to community street standard with street lighting, sidewalks and bicycle facilities and storm drain.
- i) Burnside Street, 181st to 197th: Retrofit street with streetscape improvements to improve pedestrian, bicycle, and transit access and circulation in Rockwood Town Center.
- j) Central Rockwood Future Streets Plan, to improve access and circulation within Rockwood Town Center Area, with construction of

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new local streets: Oak Street, from 183rd to 185th; 183rd Ave. from Stark to Burnside and 184th Avenue from Stark to Pine.

- k) Riverside Parkway extension: extend collector street from 190th to Sandy to improve industrial access.
- l) San Rafael Street, 181st to 201st: Complete collector street standards and remove frontage road to improve access to adjacent industrial properties.
- m) Sandy Boulevard, west boundary to east boundary of Area: Improve access to adjacent industrial lands.
- n) Stark Street, 162nd to 197th: Streetscape improvements for pedestrian, bicycle, and transit access and circulation in Rockwood Town Center.
- o) Wilkes Street, 181st to 192nd: Improve Wilkes Street to urban street standards and provide slip ramp connection from eastbound I-84 on-ramp to enhance freight access and circulation.
- p) Yamhill Street, 181st Avenue to 197th Avenue: upgrade to urban street standards.

2. Utilities

Utility improvements include improvements to sanitary sewer, storm drainage and water lines related to the street improvement projects listed in Section V.A.1 above. Utility projects are listed in greater detail in the City of Gresham's Water, Sewer and Surface Water Master Plans.

Utility improvements will be coordinated with providers of non-municipal utilities, including power, cable and phones.

3. Parks and Plazas

Park and plaza improvements include:

- a) Urban plazas in the Rockwood Town Center area, as determined by specific redevelopment plans.
- b) Neighborhood and community parks to serve areas between Burnside and Yamhill, from 162nd to 201st Avenues, as determined by specific parks and recreation plans.
- c) Trails, in particular the segments of the Gresham Fairview Trail that is contained within the Area.

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4. Off Street Parking Facilities

Public parking facilities include surface lots and structure parking, where such facilities are needed, to allow more complete development of adjacent and nearby private property. The size and location of public parking facilities will be determined in specific parking plans and analyses.

5. Transit Improvements

Transit improvements will include:

- a) MAX urban amenities, 181st Avenue to 191st Avenue: convert track areas from gravel to paved and/or landscaped surfaces.
- b) Transit shelters and amenities, 181st Avenue, Stark Street, Sandy Boulevard, San Raphael Street, Wilkes Street, 192nd Avenue or as required by future routes.
- c) Appearance and safety improvements of the light rail corridor within the Area.

B. Assistance to Property and/or Business Owners

Specific programs and rules and regulations for their administration will be developed in order to assist property and/or business owners in making capital improvements to property within the Area. Rules and regulations shall ensure that urban renewal funds are used properly and for the agreed upon purposes. The adoption and amendment of such programs, rules and regulations shall not be considered changes to the Plan.

Programs may include the following:

- a) Loans and/or grants for property rehabilitation and development, redevelopment and other improvements. Property to be improved may be residential, commercial or industrial. Loans may be at or below market rates, and assistance can include direct loans or guarantees of loans made by third parties.
- b) Technical assistance, in the form of site studies, market studies, feasibility analyses, engineering and design and other activities directly related to development of property in the Area.

C. Buying, Receiving and Selling, Leasing or Otherwise Conveying Property

The Plan authorizes the buying or receiving; and selling, leasing or otherwise conveying property for redevelopment in the Area. Property purchased must be obtained from property owners that are willing to sell. The Plan does not authorize the threat or use of eminent domain.

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Property purchased by the Commission under the Plan shall be purchased at fair market value as determined and agreed to by the buyer and willing seller. Property owners may sell or otherwise convey property to the Commission at less than fair market value if such terms are agreeable to the Commission and the property seller.

Land sold or leased by the Commission under the Plan shall be sold or leased at its fair re-use value, which is the value at which the Commission determines such land should be made available in order that it may be used for the purposes specified in the Plan.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the urban renewal plan and to begin the building of their improvements within a period of time, which the Commission determines is reasonable.

D. Relocation

Relocation assistance is required by state law where residents and businesses are dislocated as a result of acquisition of property by a public agency, where that agency has the authority to use the powers of eminent domain (through condemnation) for the acquisition. The Plan does not authorize the Commission to use eminent domain, and the Plan is not required to include a formal program of relocation assistance. However, such assistance may be provided where it meets the goals and objectives of the Plan.

The City of Gresham currently has the authority to use eminent domain, for the acquisition of property for public use, anywhere within the City. This authority is completely unrelated to the Plan. Where the City uses or is authorized to use eminent domain to acquire property for public use, it must follow applicable state law in providing relocation assistance.

E. Public Buildings

The Plan authorizes the development of public facilities to provide public meeting space, cultural and recreational facilities, public safety facilities, educational facilities and social service facilities.

These facilities will serve and benefit the Area by addressing the inadequacies in recreational, cultural and social service facilities that slow the rate of private investment in housing, commercial space and employment uses. It will also address the need for an enhanced public safety presence to help ensure an environment that promotes investment.

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The scale, nature and location of the facility will be determined through further planning. Determination of a specific development program and location will not require a change in the Plan.

VI. RELATIONSHIP OF PLAN TO LOCAL GOALS AND OBJECTIVES

The Plan conforms to and implements local goals and objectives as contained in the Gresham Community Development Plan, the Rockwood Action Plan, the City of Gresham Strategic Plan and the Mayor's Economic Development Action Plan. The relationship of the Plan to specific goals and objectives is described in the findings that follow.

A. Gresham Community Development Plan

The Gresham Community Development Plan (GCDP) is made up of four volumes: Volume 1 Findings, Volume 2 Policies, Volume 3 Community Development Code, and Volume 4 Transportation System Plan. Items contained within Volumes 2 and 4 are applicable to the development and adoption of the Rockwood-West Gresham Renewal Plan. Volume 1 of the GCDP essentially outlines the demographics and existing conditions of Gresham. Volume 3 outlines regulations on how land can be utilized within various land use districts in the city. The Renewal Plan does not amend the GCDP. Below are the policies and goals that are applicable to the Renewal Plan and findings of the Renewal Plan's consistency with the GCDP.

GCDP Volume 2

10.300 The Physical Environment

10.310 Land Use

10.311 – Residential Land Use

Policy 1: It is the City's policy to provide affordable housing opportunities to all residents (current and potential) and to allow for flexibility in the type, location and density of housing.

Finding: The Plan will provide financing for housing programs that will improve the quality of the existing supply of housing (rehabilitation) and facilitate the development of a range of housing types for households at a variety of incomes.

Policy 2: It is the City's policy to establish locational criteria for different housing types: to require a planned approach to the development of multiple housing through a process which requires site design review and encourages design compatibility with established residential areas; to employ buffering and screening standards to facilitate compatibility between different housing types; and to maintain the livability of existing neighborhoods by providing a full range of urban services.

Finding: The Plan, by financing public improvements, will help provide a full range of urban services in existing neighborhoods.

10.312 – Commercial Land Use

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Policy 2: It is the City's policy to encourage commercial development which increases employment opportunities; reduces dependency on outside of-city goods and services; promotes energy-efficient travel patterns; is compatible with neighboring land uses; and promotes good community design.

***Finding:** The Plan will facilitate commercial development by providing public improvements and by assisting owners of commercial property. By virtue of such development being in the Area, it will be well served by public transit which promotes energy-efficient travel patterns. In addition, financial assistance provided under the Plan can be used to promote good community design.*

Economic Development. Industrial and Business Park Employment

Goal: Achieve and maintain an environment of sustainable economic prosperity and opportunity.

Policy 9: Gresham's public facility plans shall realistically represent the infrastructure needs of its industrial/business park sites. When service are inadequate, the City shall identify practical means to provide needed services to specific sites and ensure needed long-term, system-wide infrastructure capacity.

***Finding:** The Plan provides for participating in financing needed infrastructure to support retention and expansion of businesses and to provide additional family-wage jobs in Gresham.*

Policy 11: Gresham shall increase the potential for higher employment densities to improve its job to household ratio and make more efficient use of its existing employment lands.

***Finding:** The Plan will facilitate improvements to industrial and commercial lands in ways that will retain and generate family wage jobs and accommodate a diversity of business types, large and small.*

Policy 12: The City shall ensure that adequate transportation facilities either are, or can be, provided to existing and future employment lands.

***Finding:** The Plan provides for participating in financing of needed transportation improvements to the industrial and commercial portions of the Area.*

Policy 13: The City shall ensure that its economic development, land use planning and regulatory efforts support retention and growth of existing business and also address the needs of small businesses that wish to locate in Gresham.

***Finding:** The Plan will facilitate improvements to industrial and commercial lands in ways that will retain and generate family wage jobs and accommodate a diversity of business types, large and small. A major goal of the Plan is to renew*

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and rehabilitate underused industrial lands and buildings as well as rehabilitate existing commercial/mixed use areas.

10.313 – Industrial Land Use

Policy 1: It is the policy of the City to promote expansion of existing industrial uses and attract industrial development which is labor and capital intensive as well as environmentally desirable.

Policy 2: It is the policy of the City to ensure that there are opportunities for a wide range of industrial uses and to strive for compatibility between industrial and adjacent uses.

Policy 3: It is in Gresham's long term best interest to ensure that the City's public facilities and services can accommodate new industrial development.

Finding: *The Plan calls for investment in public infrastructure improvements to serve industrial land within the Area. This investment is anticipated to attract expanded industrial activity and reduce potential conflicts with adjacent uses.*

10.317 – Office Land Use

Policy: It is the City's policy to encourage office development especially in downtown and in the vicinity of light rail stations.

Finding: *The Plan will facilitate office development within the vicinity of five light rail stations.*

10.319 – Central Rockwood Area

Central Rockwood Image and Character Policy: The City will seek to build a positive, productive image for central Rockwood within Gresham and the larger Metropolitan Area, in accordance with the Gresham 2020 Vision and the Metro Regional 2040 Plan.

Finding: *The Plan focuses on the improvement of Central Rockwood as a critical part of the Area.*

Rockwood Action Plan Policy: It is in the City's policy to implement the Central Rockwood Plan through a follow-up Action Plan.

Finding: *The Plan actually implements the Rockwood Action Plan developed in response to this policy. The relationship to the Rockwood Action Plan is discussed in sub-section E below.*

Central Rockwood Transportation Policy: Provide for transportation systems and options in Central Rockwood which emphasize improved street connectivity, an enhanced pedestrian environment, and convenient access to transit service.

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***Finding:** The Plan provides for participating in the financing of the Central Rockwood Street Improvement Plan which aims for increased street connectivity, enhanced pedestrian circulation and convenient transit access.*

10.320 Transportation System (Transportation policies listed in Volume 2 of the GCDP are the same as those that are incorporated in GCDP Volume 4 – Transportation System Plan that was adopted by City Council in August 2002. Therefore, the findings for this subsection apply also to Volume 4.)

Policy 1: Develop and promote a balanced transportation system that provides a variety of travel choices and reduces reliance on automobiles.

Policy 2: Plan, implement, and maintain efficient transportation system.

Policy 3: Provide a transportation system that maximizes accessibility to and within regional centers, town centers, transit corridors, station areas, and employment centers.

Policy 4: Provide a safe transportation system.

***Finding:** The Plan will finance improvements to the appearance and safety of MAX corridor and arterial street corridors in Rockwood-West Gresham, including the Rockwood Town Center. The Plan will support improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area.*

10.320.1 – Street System

Policy 1: Provide a street system that accommodates a variety of travel options.

Policy 2: Develop a street system that meets current needs and anticipated future population growth and development.

Policy 3: Provide a street system that maximizes accessibility within the community.

Policy 4: Ensure a safe street system.

***Finding:** The Plan directly addresses street safety concerns and calls for financing for transportation upgrades to the Area that will improve the safety of arterial street corridors, completion of the local street network, and linkages/accessibility improvements within the Area.*

10.320.2 – Transit System

Policy 1: Advocate convenient, expanded transit service within Gresham and the East Multnomah Area.

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Policy 2: Encourage efficient transit services to meet the current and projected transportation needs of the citizens of Gresham.

Policy 3: Promote the development of a transit system that maximizes accessibility.

Policy 4: Assist in the development of a safe transit system.

***Finding:** The Plan identifies the provision of a safe, multi-modal transportation system for circulation within and around the Rockwood-West Gresham area as a planning priority that will be facilitated through participating in funding improvements to the appearance and safety of MAX corridor (including stations), development of links to transit stations and promotion of transit-supported development.*

10.320.6 – Parking Management

Policy: Manage the on- and off-street parking supply to ensure there is an adequate but not excessive amount of parking available for all land uses.

***Finding:** The Plan will assist in financing transit-supported development as well as facilitate attractive, pedestrian- and street-oriented development along major street corridors and within the Rockwood Town Center.*

10.320.7 – Truck and Rail Freight System

Policy: Provide for the safe and efficient movement of truck and rail freights through and within Gresham.

***Finding:** The Plan will assist with financing of transportation improvements to provide a safe and complete system for circulation within and around the Rockwood-West Gresham area.*

10.330 – Public Facilities and Services

General Policy: It is the City’s policy that development will coincide with the provision of adequate public facilities and services including access, drainage, water and sewerage services.

Policy 2: It is the City’s policy that services shall be provided in the most cost effective manner and the costs shall be equitably spread among all recipients of the services.

***Finding:** The Plan will facilitate the development of service facilities for Rockwood-West Gresham. Developing service facilities that address the greatest service needs in the Area has been identified as a critical objective.*

10.600 Housing

10.610 – General Policy

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Policy 1: The City will coordinate its policies and programs to create an environment that encourages an adequate supply of safe housing that is commensurate with the financial capabilities of people and their families who work and live in Gresham and for persons with special needs.

Policy 2: It is the City's policy to support, propose, coordinate, or implement programs to ensure equal opportunity in housing for all persons regardless of race, color, religion, gender, disability, familial status, national origin, source of income, marital status or age.

Policy 3: The City will seek to continue to improve its development regulations and review process to promote solutions that reduce the cost of housing while balancing quality of life concerns.

***Finding:** The Plan will provide financing for housing programs that will improve the quality of the existing supply of housing (rehabilitation) and facilitate the development of a range of housing types for a variety of households.*

10.630 – Home Ownership

Policy 1: The City will target home ownership programs and projects to areas where City plans show a need to strengthen ownership and support community stability.

Policy 2: The City will seek to facilitate expansion of home ownership opportunities for households earning less than 100% Median Family Income (MFI).

***Finding:** A chief goal of the Plan is to increase the availability of quality housing for Rockwood-West Gresham area residents by promoting home ownership opportunities for a range of household incomes and improving the quality of existing rental housing while maintaining affordability. The Plan will provide financing for housing programs that will address this goal.*

10.640 – Rehabilitation of Existing Housing Stock

Policy: It is the City's policy to encourage and seek to assist in the acquisition and rehabilitation of existing multi-family and single-family units as affordable housing units.

***Finding:** The Plan will provide financing for rehabilitation of existing housing stock and development of a diversity of housing types to increase availability of housing that is affordable for a range of household incomes.*

10.650 – Maintenance of Existing Units

Policy: It is the City's policy that housing units (single-family and multi-family/ownership and rental) be maintained so that the residents have healthy and safe living conditions and the appearance of the housing contributes to the livability of the surrounding neighborhood.

***Finding:** The Plan will promote quality development that will enhance the livability of Rockwood-West Gresham. The Plan provides for financing for*

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rehabilitation or redevelopment of existing structures that affect the appearance and value of the area.

10.660 – Geographic Mix of Housing Choices

Policy: It is the City’s policy to seek to maximize housing choices by providing opportunities for a mix of housing types throughout the city at prices and rents that are affordable to a wide range of households.

***Finding:** A major goal of the Plan is to make ownership of housing more available in terms of the number of units and their affordability for a range of household incomes and to improve the quality of existing rental housing while preserving affordability. The Plan will assist in financing development of ownership housing types, rehabilitation of housing stock (ownership and rental), and will pay particular attention to development of a diversity of housing types.*

B. Rockwood Action Plan

The Rockwood Action Plan (RAP) was adopted by Gresham City Council in December 1998. The RAP is intended to serve as a blueprint for revitalizing the Rockwood district of Gresham, supporting its evolution toward a thriving live/work community. The RAP includes over 100 specific actions items in nine issue categories considered as important steps that will lead to a measurable improvement to the area. Below is a summary of the applicable issue categories and findings of the Rockwood-West Gresham Renewal Plan’s consistency with the Rockwood Action Plan.

Housing: Take action to ensure that the Rockwood area has a wide variety of housing options provided in ways which help to stabilize and upgrade existing neighborhoods, while meeting the needs of current and future residents.

***Finding:** The Plan’s housing goals and objectives aim to increase the diversity of housing options while ensuring the availability of safe, quality rental and ownership units affordable to a range of household incomes.*

Business and Economic Development: Take action to make Rockwood more attractive to business, to provide needed goods and services, as well as employment opportunities, for current and future residents. Encourage new business establishments and work to retain existing businesses operating in conformance with the Central Rockwood Plan.

***Finding:** The Plan will provide participation in financing renewal of existing industrial and commercial/mixed-use areas with a particular emphasis on the rehabilitation of underutilized industrial lands and buildings in order to create and retain family-wage jobs. The Plan also calls for improving the Rockwood Town Center so it provides a mix of high quality shopping and services for the community.*

Transportation, Traffic and Parking: Take action to make movement of vehicles, pedestrians, and bicyclists safer, more pleasant and more convenient in Rockwood. Integrate

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transportation services and improvements into the land use pattern, so that transportation facilities reinforce the evolution of Central Rockwood into a transit-oriented pedestrian district.

***Finding:** The Plan will assist in funding development of pedestrian and bicycle facilities and links to transit stations. It will also promote completion of the local street network and transit-oriented development that will leverage the assets of the light rail corridor and increase transit options and accessibility to Rockwood.*

Town Center Triangle and Fred Meyer Redevelopment: Take action to redevelop the Rockwood Town Center Triangle, including the Rockwood Fred Meyer store site, to create a well defined heart of the Rockwood community, to reinforce a strong identity for the area, and to serve as a focal point for business, social and community events in Rockwood.

***Finding:** A major goal of the Plan calls for improvements to Rockwood Town Center that will provide a mix of high quality housing, jobs, shopping and services for the community and make it an attractive “front door” to Gresham as well as a focal point for Rockwood. Objectives for achieving this goal include financing the preparation of a redevelopment plan for the town center, the rehabilitation of existing buildings and the redevelopment of target properties. The Plan also allows for participating in funding public safety, community service, and parks and recreation facilities in the Area.*

Parks, Public Spaces, and Public Facilities: Provide Central Rockwood Plan area with a variety parks, open spaces, trails, recreational facilities and other community gathering places. These areas will support the evolution of a successful pedestrian friendly environment and will contribute towards a strong community identity. Park and recreation facilities must be considered as an essential park of the basic public infrastructure.

***Finding:** A major goal of the Plan is to assist financing the development of conveniently located parks and recreation facilities with strong pedestrian and transit links to residential neighborhoods. Underserved areas of Rockwood-West Gresham will be considered highest priority. A broader objective is to improve access to existing and future parks and recreational facilities.*

C. City of Gresham Strategic Plan

The City of Gresham Strategic Plan was adopted by the City Council in May 2002. The following Strategic Plan goals and objectives apply to the Rockwood-West Gresham Renewal Plan:

Goal 3 Business and Economic Development. Continue Rockwood-West Gresham Renewal as a priority for community-wide revitalization.

Objective 3.1 Rockwood Urban Renewal: Develop and implement an urban renewal plan for Rockwood-West Gresham, gaining broad-based community support.

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Objective 3.4 Pedestrian-Friendly Environment: Implement revitalization projects which create and reinforce a visually appealing, pedestrian-friendly environment.

Finding: The Plan meets this goal and related objectives through providing a final urban renewal plan and providing for participation in funding pedestrian facilities which aims to create a safer environment.

Goal 1 Governance and Services. Engage/involve/communicate with the community: collaborative input, active participation, build understanding of diverse issues.

Objective 1.1 Communication Technology: Incorporate, and improve use of communication technology via the city web site and other outlets such as MCTV, to expand access for the public use as an educational tool, provide “real time” opportunities for public comment and feedback, need to span the digital divide, create a community “Nielson ratings” sampling.

Objective 1.2 Community Forums to Involve Citizens: Working with community groups and organizations provide meaningful forums/opportunities for citizen involvement to directly influence the decision making process (e.g. “Connections” event, Virtual Town Hall, Voter Surveys, Rating and Satisfaction Feedback, and evening with City Council).

Objective 1.3 Adaptable Information on City Services: Information on city services and issues should be easily adaptable and ready to address rapid change, demands and profile of the community (translatable into several languages, formatting for various mediums such as web or print) sponsor family-friendly special events.

Objective 1.4 Marketing/Communications Program: Establish a full service marketing/communications program utilizing the full range of outreach tools available to inform and engage citizens (e.g. newsletter, utility billing inserts, recorded information line, marketing/communications plans, graphic identity).

***Finding:** The Plan has implemented this goal and objectives through extensive public involvement with attention paid to creating a variety of means for such involvement and to the needs of a diverse community. A major goal of the Plan is to continue providing a variety of ways for the community to participate and be informed about revitalizing Rockwood-West Gresham.*

Goal 2 Growth & Development. Redevelopment, rehabilitation, and adaptive reuse: Develop policies and incentives that encourage and promote redevelopment, rehabilitation and/or adaptive re-use of existing out-dated and under-utilized industrial, commercial and housing areas in the community.

Objective 2.2 Promote Redevelopment & Reuse: Develop new policies and incentives to promote the redevelopment, rehabilitation and/or adaptive re-use of existing outdated and underutilized industrial, commercial and residential areas.

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Objective 2.4 Urban Renewal Agency: Form a City urban renewal agency and develop and adopt urban renewal plans for specific parts of the community.

***Finding:** Through participating in funding of public projects, the Plan will provide incentives for redevelopment and rehabilitation. Three of the major goals of the Plan call for assistance with renewing industrial, commercial, and residential structures. The Plan provides for participating in funding for such rehabilitation.*

Goal 3 Growth & Development. Jobs/Housing Balance: Target short-term initiatives that improve the community's job/housing balance in order to strengthen the City's economic and fiscal base. Mobilize support for specific projects that help achieve the desired balance.

Objective 3.2 Employment Investments: Identify new incentives to link jobs, housing and transportation opportunities through public/private employment investments in targeted industry sectors and geographic areas of the community.

Objective 3.3 Housing Opportunities: Provide goals, targets and incentives to achieve a full range of housing opportunities for Gresham residents.

***Finding:** The Plan provides for participating in funding incentives to create and retain family-wage jobs by improving industrial and commercial areas. The Plan also provides for participating in funding for rehabilitation programs for housing and for improved safety and function of transportation infrastructure.*

D. Mayor's Economic Development Action Plan

The Mayor's Economic Development Action Plan was adopted by the City Council in January 2001. The following Economic Development goals and objectives apply to the Rockwood-West Gresham Renewal Plan:

Goal A: To Promote and foster business prosperity and living wage job creation by focusing on business retention, expansion, and recruitment of jobs that complement our vision.

Objective 2: Create a package of business recruitment and expansion tools.

Action A: Encourage full service districts along the light rail and build in incentives to attract living wage jobs and encourage employees to reside in Gresham and East Multnomah County.

***Finding:** A major goal of the Plan is to create and retain family wage jobs by improving industrial and commercial areas. The Plan will assist with funding of such improvements. The Plan will participate in funding for improving the appearance and safety of the MAX light rail corridor and promoting transit-supported development with links to transit stations.*

Objective 3: Assist local manufacturers with industry growth and vitality.

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Action D: Research incentives and partnerships for industries wishing to expand or relocate.

***Finding:** The Plan will participate in funding incentives for business renewal and expansion that will create and retain family-wage jobs.*

Objective 7: Enhance growth opportunities for Gresham and East Multnomah County small businesses.

Action B: Encourage new business establishments and work to retain existing businesses operating in conformance with the Central Rockwood Plan and the Rockwood Action Plan.

***Finding:** The Plan provides for funding to physically improve the Rockwood area to promote business retention and development, in conformance with the Rockwood Action Plan (see sub-section E, above) and the Central Rockwood Plan (see sub-section D, above).*

Goal C: To support business development through an effective transportation system, targeted land (re)development, and adequate infrastructure.

Objective 3: Be proactive in planning and developing public infrastructure (water, sewer, transportation, and stormwater) to support targeted economic development.

Action C: Establish development support of CIP projects in all areas.

***Finding:** The Plan provides for participating in funding of public facilities that are identified through the City's Capital Improvements Program (CIP) that will increase opportunities for family-wage jobs and will support the safety and optimal function of transportation facilities.*

Objective 7: Develop a transportation financing program.

Action A. Adopt a funding strategy for the Transportation System Plan.

Action C. Implement financial strategies such as a major street bond measure and transportation utility fee.

***Finding:** The Plan provides for participation in funding transportation projects noted in the Transportation System Plan and other public facilities plans. As per the Transportation System Plan (adopted August 2002), part of the funding strategy includes use of funds from urban renewal district(s).*

Objective 8: Expand public and private partnerships to revitalize town and regional centers and underused industrial areas.

Action A. Explore urban renewal options to revitalize town and regional centers and industrial areas (starting with Rockwood).

***Finding:** The Plan addresses revitalization needs for the Rockwood Town Center as well as adjoining industrial areas. Revitalization under the Plan will occur through participation in funding of projects in partnership with private investors and developers.*

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VII. RELATED ACTIONS BY THE GRESHAM REDEVELOPMENT COMMISSION AND THE CITY OF GRESHAM

The Gresham Redevelopment Commission and the City of Gresham will take actions related to the Plan, including but not limited to:

- Preparing specific plans for the redevelopment of the Rockwood Town Center area.
- Preparing specific plans for parks, plazas, public parking and public facilities.
- Undertaking periodic reviews of the Plan to monitor its progress and determine the need for changes.

In addition, the City of Gresham will consider all means necessary, including eminent domain as described in Section 36 of the Charter of the City of Gresham, to acquire property needed for public improvements and/or public buildings.

VIII. TAX INCREMENT FINANCING

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 both long-term and 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 future voter-approved general obligation (“GO”) bonds and local option levies 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 body;
- loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

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

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Commission as provided in ORS 457. The ad valorem taxes, if any, levied by a

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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 Commission 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 \$92,000,000. 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 Commission or the City of Gresham in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

IX. DURATION OF PLAN¹

No projects may be commenced and no new indebtedness may be incurred after twenty-six years from the effective date of the Plan. Tax increment revenues may continue to be collected beyond this date, until it is found that deposits in the Commission’s debt service fund are sufficient to fully pay principal and interest on indebtedness issued during the twenty years following the effective date of the Plan, either through direct payment of the indebtedness or by payment of principal and interest on bonds or notes issued to finance the indebtedness.

X. PLAN AMENDMENTS

This section of the Plan describes the ways in which the Plan may be changed in the future. The amendment of the Plan is governed in part by the Charter of the City of Gresham and by state law.

The Charter of the City of Gresham (the “Charter”) (Section 36A) requires that the City Council refer to Gresham voters the ordinance approving this Plan. It further requires that “substantial” changes to the Plan be similarly approved by Gresham voters. “Substantial change” is defined in the Charter as “any change... which deals with any matter other than (A) correction of typographical errors, (B) clarification of language or procedures, or (C) minor modifications in details which will not change the basic planning, engineering or financing principles of the plan.”

The Charter further requires that changes that are not defined as substantial (those listed in A, B or C in the above paragraph) be approved by the City Council by means of a non-emergency ordinance which by definition is subject to referendum. (If a citizen gathers a minimum number of signatures on a petition within 30 days of the adoption of a non-emergency ordinance, the ordinance is referred to voters.) The provisions of the Charter are

¹ This section of the Plan amended in May 17, 2022 by a vote of the Gresham people to extend the date from twenty years to twenty six years.

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stricter than those in state law, which does not require an election on the adoption of an urban renewal plan, but does require that a plan and substantial changes to the plan be approved by non-emergency ordinance and, in some cases, with special public notice procedures.

The provisions of this section conform to the Charter and to state law. If the Charter provisions regarding urban renewal plans and amendments thereof are changed, the amended sections of the Charter shall control amendment of the Plan in lieu of the following subsections.

A. Substantial Amendments

Substantial amendments are as defined by the Charter of the City of Gresham, Section 36A and must be approved by non emergency ordinance and then referred to Gresham voters for approval. Substantial amendments that result in an increase in the boundaries of the Urban Renewal Area by more than 1% of the existing Area or that increase the amount of maximum indebtedness must, in addition:

- be subject to public involvement
- be presented to the Gresham Planning Commission for its recommendation
- be presented to the taxing districts that levy property taxes within the Area
- be presented to the Multnomah County Board of Commissioners
- be subject to a public hearing before the City Council, for which additional notice is provided as required in ORS 457.120.

B. Non Substantial Amendments

Non substantial amendments are as defined by the Charter of the City of Gresham, Section 36A, as “(A) correction of typographical errors, (B) clarification of language or procedures or (C) minor modifications in details which will not change the basic planning, engineering or financing principles of the Plan.”

Such amendments shall be approved by the Gresham City Council by non emergency ordinance.

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EXHIBIT “A”

LEGAL DESCRIPTION

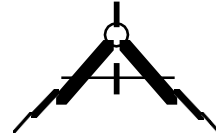
ENGINEERING
PLANNING
SURVEYING
LAND DEVELOPMENT

Registration:

Oregon
Idaho
Washington

KENT W. COX and ASSOCIATES, INC.
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Affiliations:

American Society of Civil Engineers
Professional Land Surveyors of Oregon
American Congress of Surveying and Mapping

January 17, 2003

File No. 03-005lgl.doc

ROCKWOOD-WEST GRESHAM URBAN RENEWAL AREA BOUNDARY DESCRIPTION

A tract of land situated in the Northeast one-quarter of Section 1, Township 1 South, Range 2 East of the Willamette Meridian, the Southeast one-quarter of Section 36, Township 1 North Range 2 East of the Willamette Meridian, the Northwest one-quarter of Section 4; the Northeast and Northwest one-quarters of Section 5; the Northeast and Northwest one-quarters of Section 6, Township 1 South, Range 3 East of the Willamette Meridian; the Northeast, Southeast and Southwest one-quarters of Section 31; the Northeast, Northwest, Southeast and Southwest one-quarters of Section 32; the Southwest one-quarter of Section 33; the Southeast and Northeast one-quarters of Section 30; the Northeast, Northwest, Southeast and Southwest one-quarters of Section 29; the Northeast, Southwest and Southeast one-quarters of Section 20, Township 1 North, Range 3 East of the Willamette Meridian, in the City of Gresham, County of Multnomah, and State of Oregon, being more particularly described as follows:

Beginning at the point of intersection of the west right-of-way line of S.E. 162nd Avenue with the south right-of-way line of S.E. Stark Street, said point being 40 feet south of and 45 feet west of the northeast corner of said Section 1, Township 1 South, Range 2 East of the Willamette Meridian; thence west along the south right-of-way line of S.E. Stark Street, a distance of 135 feet, more or less to the point of intersection with the southerly extension of the west line of Lot 9, Block 3, Meyermead, a duly recorded plat; thence north along said southerly projection and along the west line of said Lot 9, a distance of 355 feet, more or less to the northwest corner of said Lot 9; thence west along the south line of Lot 8, said Block 3, a distance of 150 feet, more or less to the southwest corner of said Lot 8; thence north along the west lines of Lots 8 through 3, said Block 3, a distance of 733 feet, more or less to the south right-of-way line of East Burnside Street; thence north, a distance of 120 feet, more or less to the southwest corner of Lot 13, Block 2 of said Meyermead; thence north along the west lines of Lots 13 through 5, said Block 2, a distance of 1170 feet, more or less to the northwest corner of said Lot 5; thence east along the north line of said Lot 5, a distance of 285 feet, more or less to the west right-of-way line of S.E. 162nd Avenue; thence east, a distance of 90 feet, more or less to the east right-of-way line of said S.E. 162nd Avenue; thence east along the north line of Lot 1, Block 1, Briarwood, a duly recorded plat, a distance of 75 feet, more or less to the

northeast corner of said Lot 1; thence south along the east line of said Lot 1, a distance of 100 feet, more or less to the north right-of-way line of N.E. Everett Court; thence east along last-said north right-of-way line, a distance of 52 feet, more or less to the point of intersection with the northerly extension of the west line of Lot 4, Block 2 of said Briarwood; thence south along last-said northerly extension and along the west line of last-said Lot 4, a distance of 216 feet, more or less to the southwest corner of last-said Lot 4; thence east along the south lines of Lots 4, 5 and 6, last-said Block 2, a distance of 178 feet, more or less to the west line of Lot 18, last-said Block 2; thence south along the west lines of Lots 18 through 24, last-said Block 2, a distance of 472 feet, more or less to the westerly southwest corner of said Lot 24; thence east along the south line of last-said Lot 24, a distance of 25 feet, more or less to the easterly southwest corner of said Lot 24; thence south along the west line of last-said Lot 24 and along the west line of Lot 21, Beaver Acres, a duly recorded plat, a distance of 115 feet, more or less to the northwest corner of Lot 18 of said Beaver Acres; thence east along the north line of last-said Lot 18 and its easterly extension, a distance of 450 feet, more or less to the point of intersection with the east right-of-way line of N.E. 165th Avenue; thence south along last-said east right-of-way line, a distance of 106 feet, more or less to the north right-of-way line of N.E. Couch Street; thence east along last-said north right-of-way line, a distance of 425 feet, more or less to the west line of Block 4, Lariat Lane, a duly recorded plat; thence southerly along last-said west line, a distance of 15 feet, more or less to the south line of last-said Block 4; thence east along the south line of last-said Block 4 and its easterly extension, a distance of 788 feet, more or less to the point of intersection with the southerly extension of the east line of Lot 3, Block 2, Butternut, a duly recorded plat; thence north, along last-said southerly extension and along the east lines of Lots 2 and 3 of last-said Block 2, a distance of 230 feet, more or less to the southwest corner of Lot 4, Block 2, said Butternut plat; thence east along the south line of last-said Block 2, a distance of 227 feet, more or less to the southeast corner of said Block 2; thence north along the east line of last-said Block 2, a distance of 170 feet, more or less to the southwest corner of Lot 6, Seliger Acres, a duly recorded plat; thence east along the south line of last-said Lot 6, a distance of 111.20 feet to the southeast corner of said Lot 6; thence north along the east lines of Lots 6 and 5, said Seliger Acres, a distance of 128.77 feet to the northeast corner of said Lot 5; thence east along the north line of last-said Lot 5, a distance of 54 feet, more or less to the southeast corner of the west 165 feet of Lot 23, Verdanta, a duly recorded plat; thence north along the east line of the west 165 feet of last-said Lot 23, a distance of 129 feet, more or less to the south line of Firwood, a duly recorded plat; thence east along the south line of said Firwood, a distance of 168 feet, more or less to the west right-of-way line of N.E. 172nd Avenue; thence north along last-said west right-of-way line, a distance of 17 feet, more or less to the point of intersection with the westerly extension of the north line Lot 17, said Verdanta plat; thence east along last-said westerly extension and along the north line of last-said Lot 17, a distance of 299 feet, more or less to the northeast corner of said Lot 17; thence south along the east line of last-said Lot 17, a distance of 420 feet, more or less to the point of intersection with the westerly extension of the north line of Desirre's Addition, a duly recorded plat; thence east along last-said westerly extension and along the north line of said Desirre's Addition, a distance of 352 feet, more or less to the west line of Block 9, Chantilly Lane, a duly recorded plat; thence south along

last-said west line, a distance of 202 feet, more or less to the north right-of-way line of N.E. Couch Street; thence east along last-said north right-of-way line, a distance of 372 feet, more or less to the point of intersection with the northerly extension of the west line of Lot 1, Block 12, said Chantilly Lane plat; thence south along last-said northerly extension and along the west line of last-said Lot 1, a distance of 145 feet, more or less to the southwest corner of said Lot 1; thence east along the south line of last-said Block 12, a distance of 142.21 feet to an angle point thereon; thence northeasterly along the south line of last-said Block 12 a distance of 45.62 feet to the southwest corner of Lot 3, last-said Block 12; thence east along the south line of last-said Block 12, a distance of 53 feet to the southeast corner of Lot 3, last-said Block 12; thence north along the east line of last-said Lot 3, a distance of 35 feet, more or less to a point 45 feet south of the southwest corner of Lot 4, last-said Block 12; thence east, parallel with the south line of last-said Lot 4, a distance of 94 feet, more or less to the point of intersection with the southerly extension of the west line of Lot 1, Block 13, said Chantilly Lane plat; thence north along last-said southerly extension, a distance of 16 feet, more or less to the southwest corner of said Block 13; thence east along the south line of last-said Block 13, a distance of 480 feet more or less to the southeast corner of said Block 13; thence north along the east line of last-said Block 13 and its northerly extension, a distance of 150 feet more or less to the point of intersection with the north right-of-way line of N.E. Couch Street; thence easterly along last-said North right-of-way line, a distance of 99 feet, more or less to the southeast corner of Lot 1, Block 2, Multi-East Park, a duly recorded plat; thence north along the east line of last-said Lot 1, a distance of 117 feet, more or less to the south line of Block 3, said Chantilly Lane plat; thence east along the south line of last-said Block 3, a distance of 256 feet, more or less to the southeast corner of Lot 11, said Block 3; thence north along the east line of last-said Lot 11 and its northerly extension, a distance of 149 feet, more or less to the point of intersection with the north right-of-way line of N.E. Davis Street; thence west along last-said north right-of-way line, a distance of 7 feet, more or less to the southeast corner of Lot 7, Block 2, said Chantilly Lane plat; thence north along the east line of last-said Lot 7, a distance of 92.5 feet, to the northeast corner of said Lot 7; thence west along the north line of last-said Lot 7, a distance of 11 feet, more or less to a point that is 141 feet west of the west right-of-way line of N.E. 181st Avenue; thence north, parallel with and 141 feet west of last-said west right-of-way line, a distance of 159 feet, more or less to the south line of Partition Plat No. 1997-195, Multnomah County plat records; thence east along last-said south line, a distance of 23 feet, more or less to the southeast corner of said Partition Plat; thence north along the east line of last-said Partition Plat, a distance of 150 feet, more or less to the south right-of-way line of N.E. Everett Street; thence west along last-said south right-of-way line, a distance of 488 feet, more or less to the point of intersection with the southerly extension of the east line of Block 6, said Chantilly Lane plat; thence north along last-said southerly extension and along the east line of last-said Block 6 and along the northerly extension of said east line, a distance of 508 feet, more or less to the point of intersection with the south right-of-way line of N.E. Glisan Street; thence west along last-said south right-of-way, a distance of 123 feet, more or less to the point of intersection with the southerly extension of the west right-of-way line of N.E. 178th Avenue; thence north along last-said southerly extension and along the west right-of-way line of N.E. 178th Avenue, a distance of 274 feet, more or less to a point

that is 195.22 feet north of the north right-of-way line of N.E. Glisan Street; thence east, parallel with and 195.22 feet north of last-said north right-of-way line, a distance of 245 feet, more or less to a point that is 491.31 feet west of the west right-of-way line of N.E. 181st Avenue; thence north, parallel with and 491.31 feet west of last-said west right-of-way line, a distance of 203 feet, more or less to a point that is 175 feet south of the south right-of-way line of N.E. Oregon Street; thence east, parallel with and 175 feet south of last-said south right-of-way line, a distance of 251 feet, more or less to a point that is 240 feet west of the west right-of-way line of N.E. 181st Avenue; thence north, parallel with and 240 feet west of last-said west right-of-way line, a distance of 235 feet, more or less to the north right-of-way line of N.E. Oregon Street; thence east along last-said north right-of-way line, a distance of 240 feet, more or less to the west right-of-way line of N.E. 181st Avenue; thence north along last-said west right-of-way line, a distance of 216 feet, more or less to the to the point of intersection with the easterly extension of the south line of Cypress Park, a duly recorded plat; thence west along last-said easterly extension, a distance of 392 feet, more or less to the southeast corner of said Cypress Park; thence northerly along the easterly line of Block 11 of said Cypress Park, a distance of 180 feet, more or less to the southwest corner of Lot 2, last-said Block 11; thence easterly along the southerly line of last-said Lot 2 and along the southerly terminus of N.E. 179th Avenue and along the South line of Block 10, said Cypress Park, a distance of 311 feet, more or less to the southeast corner of Lot 7, last-said Block 10; thence north along the east lines of Lots 7, 6 and 4, last-said Block 10, a distance of 217 feet, more or less to the northeasterly corner of said Lot 4; thence northwesterly along the northeasterly line of last-said Lot 4 and its northwesterly extension, a distance of 160 feet, more or less to the to the point of intersection with the northwesterly right-of-way line of N.E. Pacific Street; thence easterly along last-said northwesterly right-of-way line, a distance of 57 feet, more or less to a point on said northwesterly right-of-way line that is 10 feet westerly from the southeast corner of Lot 4, Block 9, said Cypress Park; thence northwesterly, a distance of 67 feet, more or less to the southeasterly corner of Lot 5, last-said Block 9; thence northwesterly along the easterly lines of Lots 5 and 6, last-said Block 9, a distance of 100 feet, more or less to the northeasterly corner of last-said Lot 6; thence west along the north line of last-said Lot 6, a distance of 10 feet, more or less to the southeast corner of Lot 7, last-said Block 9; thence north along the east lines of Lots 7 and 8, last-said Block 9, a distance of 150 feet, more or less to the northeast corner of last-said Lot 8; thence west along the north line of last-said Lot 8 and its westerly extension, a distance of 150 feet, more or less to the point of intersection with the westerly right-of-way line of N.E. 179th Avenue; thence northerly along last-said westerly right-of-way line, a distance of 295 feet, more or less to the southwesterly right-of-way line of N.E. Wasco Street; thence northwesterly along last-said southwesterly right-of-way line, a distance of 203 feet, more or less to the westerly right-of-way line of N.E. Multnomah Drive; thence northeasterly along last-said westerly right-of-way line, a distance of 209 feet, more or less to the south line of Multhauf Acres, a duly recorded plat; thence west along the south line of said Multhauf Acres, a distance of 309 feet, more or less to the southwest corner of Lot 9, said Multhauf Acres; thence north along the west line of last-said Lot 9 and its northerly extension, a distance of 750 feet, more or less to the point of intersection with the north right-of-way line of N.E. Halsey Street; thence east along last-said north right-of-way line, a distance of 117 feet, more or

less to the southeast corner of Banfield Corporate Park, a duly recorded plat; thence north along the east line of Tract "B" and the west line of Tract "C" of said Banfield Corporate Park, a distance of 399 feet, more or less to the northwest corner of said Tract "C"; thence easterly along the northerly line of last-said Tract "C", a distance of 451 feet, more or less to the southwest corner of Partition Plat No. 1999-109, Multnomah County Plat Records; thence north along the west line of said Partition Plat No. 1999-109, a distance of 422 feet, more or less, to the south right-of-way line of N.E. San Rafael Street; thence west along last-said south right-of-way line, a distance of 35 feet, more or less to the point of intersection with the southerly extension of a line that is 69.52 feet east of the east line of Tract "D", said Banfield Corporate Park; thence north along last-said southerly extension and along a line that is 69.52 feet east of the east line of last-said Tract "D", a distance of 304 feet, more or less to a point that is 24.87 feet north of the north line of Tract "E" of said Banfield Corporate Park; thence east, parallel with and 24.87 feet north of the north line of last-said Tract "E", a distance of 243 feet, more or less, to the west right-of-way line of N.E. 181st Avenue; thence north along last-said west right-of-way line, a distance of 2948 feet, more or less to the southerly right-of-way line of N.E. Sandy Boulevard; thence westerly along last-said southerly right-of-way line, a distance of 835 feet, more or less to the point of intersection with the southerly extension of the westerly line of Parcel 2 of Partition Plat No. 1998-127, Multnomah County Plat Records; thence northerly along last-said southerly extension and along the westerly line of last-said Parcel 2, a distance of 680 feet, more or less to the southerly right-of-way line of the O.W.R. & N. Co. Railroad right-of-way; thence easterly along last-said southerly right-of-way line, a distance of 4047 feet, more or less to the intersection with the northerly extension of the west line of that certain tract of land described in deed recorded December 1, 1991 in Book 2489, page 669, Multnomah County Deed Records; thence north along last-said northerly extension and along a re-entrant line on the northerly right-of-way line of said O.W.R. & N Co. Railroad right-of-way, said re-entrant line is 1741.89 feet easterly along last-said northerly right of way line from the southwesterly corner of Tract "A" of Southshore Corporate Park, a duly recorded plat, a distance of 125 feet, more or less to the northwest corner of the re-entrant line of the south line of said Tract "A"; thence northwesterly, a distance of 438 feet, more or less to the southeast corner of that certain tract of land described in deed Document No. 98-114821, Multnomah County Deed Records; thence north along the east line of that certain tract of land described in said deed Document No. 98-114821, a distance of 383 feet, more or less to the northeast corner of said last-described tract; thence west along the north line of said last- described tract, a distance of 205 feet, more or less to the centerline of N.E. Portal Way, as laid out in the duly recorded plat of Southshore Corporate Park No. 2; thence northeasterly along last-said centerline, an arc length of 857 feet, more or less to the point of tangency; thence continuing northerly along said N.E. Portal Way centerline and its northerly extension, a distance of 791 feet, more or less to the point of intersection with the northerly right-of-way line of N.E. Riverside Parkway; thence east along last-said northerly right-of-way line, a distance of 30 feet, more or less to the southwest corner of Lot 15, said Southshore Corporate Park No. 2; thence north along the west line of last-said Lot 15 and its northerly extension, a distance of 1394 feet, more or less to the point of intersection with the northerly right- of-way line of N.E. Marine Drive; thence easterly along last-said northerly right-of-

way line, a distance of 1090 feet, more or less to the point of intersection with the northerly extension of the easterly right-of-way line of N.E. Interlachen Lane; thence southeasterly along last-said northerly extension, and along the northeasterly right-of-way line of N.E. Interlachen Lane, a distance of 1752 feet to the point of intersection with the northerly extension of the westerly right-of-way line of N.E. Fairview Lake Way; thence southerly along last-said northerly extension, a distance of 69 feet, more or less to the most northerly corner of Blue Heron Shores, a duly recorded plat; thence southerly along the westerly line of said Blue Heron Shores, a distance of 1342 feet, more or less to the southeast corner of that certain tract of land conveyed to Joseph A. Cereghino, et al by deed recorded February 1980 in Book 1421, page 435, Multnomah County Deed Records; thence southwesterly along the southerly line of said last-described tract, a distance of 74.3 feet, more or less to the southeast corner of that certain tract of land conveyed to Joseph A. Cereghino, et al by deed recorded December 1975 in Book 1078, page 1902, Multnomah County Deed Records; thence west along the south line of said last-described tract, a distance of 207.75 feet, more or less to the southerly most northwest corner of that certain tract of land described in deed recorded March 1968 in Book 608, page 693, Multnomah County Deed Records; thence south along the west line of said last-described tract, a distance of 50 feet, more or less to the north line of the William Taylor Donation Land Claim No. 42; thence east along last-said north line, a distance of 509 feet, more or less to the northeast corner of said William Taylor Donation Land Claim No. 42; thence south along the east line of said William Taylor Donation Land Claim No. 42, a distance of 645 feet, more or less to the northerly right-of-way line of the O.W.R. & N. Co. Railroad right-of-way; thence westerly along last-said northerly right-of-way line, a distance of 1256 feet, more or less to the point of intersection with the northerly extension of the westerly line of that certain tract of land conveyed to the City of Gresham by deed recorded February 1988 in Book 2078, page 611, Multnomah County Deed Records; thence southerly last-said northerly extension and along the westerly line of said City of Gresham tract, a distance of 1105 feet, more or less to the northerly right-of-way line of N.E. Sandy Boulevard; thence easterly along last-said northerly right-of-way line, a distance of 994 feet, more or less to the east line of said William Taylor Donation Land Claim No. 42; thence south along last-said east line, a distance of 50 feet, more or less to the southerly right of way line of N.E. Sandy Boulevard; thence easterly along last-said southerly right-of-way line, a distance of 38 feet, more or less to the east right-of-way line of N.E. 201st Avenue; thence south along last-said east right-of-way line, a distance of 1796 feet, more or less to the northerly right-of-way line of the Banfield Expressway (Interstate 84); thence westerly along last-said northerly right-of-way line, a distance of 150 feet, more or less to the west right of way line of N.E. 201st Avenue; thence north along last-said west right-of-way line, a distance of 1768 feet, more or less to the southerly right-of-way line of N.E. Sandy Road; thence westerly along last-said southerly right-of-way line, a distance of 3790 feet, more or less to the northeast corner of Parcel 2 of that certain tract of land described in deed recorded September 1985 in Book 1853, page 2112, Multnomah County Deed Records; thence south along the east line of last-described tract, a distance of 1430 feet, more or less to the northerly right-of-way line of the Banfield Expressway (Interstate 84); thence northwesterly along last-said northerly right-of-way line, a distance of 1540 feet, more or less to the east right-of-way line of N.E.

181st Avenue; thence southerly along last-said east right-of-way line, a distance of 800 feet, more or less to the point of intersection with the westerly extension of the most northerly north right-of-way line of N.E. Wilkes Road; thence easterly along last-said westerly extension, a distance of 250 feet, more or less to the southerly right-of-way line of the Banfield Expressway (Interstate 84); thence easterly along last-said southerly right-of-way line, a distance of 4990 feet, more or less to the west right-of-way line of N.E. 201st Avenue; thence south along last-said west right-of-way line, a distance of 1292 feet, more or less to the easterly southeast corner of Partition Plat No. 2001-024, Multnomah County Plat Records; thence southwestwardly along the southerly line of said Partition Plat No. 2001-024, a distance of 636 feet, more or less to the northwest corner of that certain tract of land described in deed Book 442, page 138, Multnomah County deed Records; thence south along the west line of last-described tract, a distance of 183 feet, more or less to the point of intersection with the easterly extension of the north line of that certain tract of land described in deed recorded March 1978 in Book 1249, page 1447, Multnomah County Deed Records; thence west along last-said easterly extension and along last-said north line and along the westerly extension of last-said north line, a distance of 1023 feet, more or less to the point of intersection with the west line of that certain tract of land described in deed recorded December 1946 in Book 1132, page 237, Multnomah County Deed Records; thence south along last-said west line and its southerly extension, a distance of 410 feet, more or less, to the intersection with the south right-of-way line of N.E. Halsey Street; thence west along last-said south right-of-way line, a distance of 3210 feet, more or less to the east right-of-way line of N.E. 183rd Avenue; thence south along last-said east right-of-way line, a distance of 150 feet, more or less to the point of intersection with the easterly extension of the south line of Lot 1, Block 1, Sommerwood, a duly recorded plat; thence west along last-said easterly extension and along the south line of last-said Lot 1, a distance of 208 feet, more or less to the west line of Block 1, said Sommerwood; thence south along last-said west line, a distance of 962 feet, more or less to the south line of Lot 2, last-said Block 1; thence east along last-said south line and along its easterly extension, a distance of 212 feet, more or less to the point of intersection with the easterly right-of-way line of N.E. 183rd Avenue; thence south along last-said easterly right-of-way line, a distance of 880 feet, more or less to the northwest corner of Hidden Meadow Village, a duly recorded plat; thence west along the westerly extension of the north line of said Hidden Meadow Village, a distance of 125 feet, more or less to a point that is 390 feet east of the east right-of-way line of

N.E. 181st Avenue; thence south, parallel with last-said east right-of-way line, a distance of 153 feet, more or less to the north line of that certain tract of land described in Document No. 2002-015759, Multnomah County Deed Records; thence east along last-said north line, a distance of 32 feet, more or less to the northwest corner of said tract of land described in Document No. 2002-015759; thence south along the east line of last-said tract and its southerly extension, a distance of 524 feet, more or less to the point of intersection with the south right-of-way line of N.E. Glisan Street; thence west along last-said south right-of-way line, a distance of 170 feet, more or less to the northeast corner of Lot 1, Block 1, Rockwood Gardens, a duly recorded plat; thence south along the east lines of Lots 3 and 18, last-said Block 1, and the southerly extension thereof, a distance of 276 feet, more or less to the point of intersection with the south right-of-way line of N.E. Flanders Street;

thence southwesterly along last-said southerly right-of-way line, a distance of 47.04 feet to the east right-of-way line of N.E. 181st Place; thence south along last-said east right-of-way line, a distance of 138 feet, more or less to the point of intersection with the easterly extension of the south line of Block 2, said Rockwood Gardens plat; thence west along last-said easterly extension and along the south line of last-said Block 2, a distance of 130 feet, more or less to a point that is 95 feet east of the east right-of-way line of N.E. 181st Avenue; thence south, parallel with last-said east right-of-way line, a distance of 70 feet, more or less to a point that is 128 feet north of the north right-of-way line of N.E. Everett Court; thence west, parallel with last-said north right-of-way line, a distance of 5 feet, more or less to a point that is 90 feet east of the east right-of-way line of N.E. 181st Avenue; thence south, parallel with last-said east right-of-way line, a distance of 178 feet, more or less to the south right-of-way line of N.E. Everett Court; thence west along last-said south right-of-way line, a distance of 10 feet, more or less to a point that is 80 feet east of the east right-of-way line of N.E. 181st Avenue; thence south, parallel with last-said east right-of-way line, a distance of 81 feet, more or less to a point that is 128.10 feet north of the north line of that certain tract of land described in Document No. 99-195648, Multnomah County Deed Records; thence east, parallel with last-said north line, a distance of 60 feet, more or less to a point that is 140 feet east of the east right-of-way line of N.E. 181st Avenue; thence south, parallel with last-said east right-of-way line, a distance of 128.10 feet to the north line of said tract of land described in Document No. 99-195648, Multnomah County Deed Records; thence east along last-said north line, a distance of 174 feet, more or less to the northeast corner thereof; thence south along the east line of said tract of land described in Document No. 99-195648, a distance of 242 feet, more or less to the north line of Talbot, a duly recorded plat; thence east along last-said north line, a distance of 536 feet, more or less to the west line of that certain tract of land described in Document No. 95-061159, Multnomah County Deed records; thence south along last-said west line, a distance of 82 feet, more or less to the southwest corner thereof; thence east along the south line of said tract of land described in Document No. 95-061159, a distance of 50 feet to the southeast corner thereof; thence north along the east line of said tract of land described in Document No. 95-061159, a distance of 128 feet, more or less to the south right-of-way line of N.E. Davis Street; thence east along last-said south right-of-way line, a distance of 50 feet, more or less to the point of intersection with the northerly extension of the west line of that certain tract of land described in Document No. 97-032753, Multnomah County Deed Records; thence south along last-said northerly extension and along the west line of said tract of land described in Document No. 97-032753, a distance of 145 feet, more or less to the southwest corner of said tract of land described in Document No. 97-032753; thence east along the south line of said tract of land described in Document No. 97-032753, a distance of 61.25 feet to the southwest thereof; thence north along the east line of said tract of land described in Document No. 97-032753, a distance of 1.27 feet to the southwest corner of that certain tract of land described in Document No. 97-062769, Multnomah County Deed Records; thence east along the south line of said tract of land described in Document No. 97-062769, a distance of 60 feet to the southeast corner thereof; thence north along the east line of said tract of land described in Document No. 97-062769, a distance of 119 feet, more or less to the south right-of-way line of N.E. Davis Street; thence east along last said south right-of-way line, a distance of 658

feet, more or less to the west right-of-way line of N.E. 188th Avenue; thence south along last-said west right-of-way line, a distance of 17 feet to the northeast corner of that certain tract of land described in deed recorded October 1990 in Book 2357, page 1721, Multnomah County Deed Records; thence west along the north line of last-said tract, a distance of 125 feet to the northwest corner thereof; thence south, parallel with the east right-of-way line of N.E. 188th Avenue, a distance of 654 feet, more or less to the north line of Mt. Hood Habitat, a duly recorded plat; thence east along last-said north line, a distance of 125 feet, more or less to the east right-of-way line of N.E. 188th Avenue; thence north along last-said east right-of-way line, a distance of 255 feet, more or less to the point of intersection with the westerly extension of the south line of Alma's Subdivision, a duly recorded plat; thence east along last-said westerly extension and along the south line of said Alma's Subdivision, a distance of 862 feet, more or less to the west line of Peake Bros. Home Acres, a duly recorded plat; thence south along last-said west line, a distance of 696 feet, more or less to the northwest corner of Lot 9, said Peake Bros. Home Acres; thence east along the north line of last-said Lot 9, a distance of 350 feet, more or less to the west right-of-way line of S.E. 192nd Avenue; thence east 40 feet to the east right-of-way line of S.E. 192nd Avenue; thence east along the north lines of Lots 62 and 76, said Peake Bros. Home Acres, a distance of 517 feet, more or less to the west right-of-way line of S.E. 194th Avenue; thence north along last-said west right-of-way line, a distance of 220 feet, more or less, to the point of intersection with the westerly extension of the north line of Lot 141, said Peake Bros. Home Acres; thence east along last-said westerly extension and along the north line of last-said Lot 141, a distance of 420 feet, more or less to the east line of said Peake Bros. Home Acres; thence south along last-said east line, a distance of 352 feet, more or less to the northwest corner of that certain tract of land described in Document No. 99-111913, Multnomah County Deed Records; thence east along the north line of said tract of land described in Document No. 99-111913, a distance of 131 feet, more or less to the west right-of-way line of S.E. 196th Avenue; thence north along last-said west right-of-way line, a distance of 210 feet, more or less to the point of intersection with the westerly extension of the north line of that certain tract of land described in Document No. 97-184486, Multnomah County Deed Records; thence east along last-said westerly extension and along last-said north line, a distance of 180 feet, more or less to the west line of Block 7, Dellarose, a duly recorded plat; thence south along last-said west line a distance of 150 feet, more or less to the southwest corner of last-said Block 7; thence east along last-said south line, a distance of 252 feet, more or less to the west right-of-way line of S.E. 197th Avenue; thence north along last-said west right-of-way line, a distance of 35 feet, more or less to the point of intersection with the westerly extension of the south line of Block 4, said Dellarose; thence east along last-said westerly extension and along the south line of last-said Block 4, a distance of 573 feet, more or less to the west line of that tract of land conveyed to Oregon Water and Power Railway Company in deed recorded January 8, 1906 in Book 349, page 228, Multnomah County Deed Records; thence south along last-said west line, a distance of 285 feet, more or less to the north right-of-way line of S.E. Stark Street; thence east along last-said north right-of-way line, a distance of 485 feet, more or less to a 20 foot radius return; thence northeasterly along said radius return, a distance of 32 feet, more or less to a point on the west right-of-way line of S.E. 202nd Avenue; thence east, perpendicular to

last-said west right-of-way line, a distance of 60 feet to a point on the east right-of-way line of said S.E. 202nd Avenue; thence south along last-said east right-of-way line, a distance of 14 feet, more or less to an angle point thereon; thence southeasterly along last said east right-of-way line, a distance of 25 feet, more or less to the north right-of-way line of S.E. Stark Street; thence east along last-said north right-of-way line, a distance of 433 feet more or less to the west line of that certain tract of land described in Document No. 2002-171164, Multnomah County Deed Records; thence south along the southerly projection of last-said west line, a distance of 80 feet to the south right-of-way line of S.E. Stark Street; thence west along last-said south right-of-way line, a distance of 22 feet, more or less to the northeast corner of that certain tract of land described in Document No. 95-023882, Multnomah County Deed Records; thence south along the east line of said tract of land described in Document No. 95-023882, a distance of 405 feet to the southeast corner thereof; thence west along the south line of said tract of land described in Document No. 95-023882, a distance of 437 feet, more or less to the east right-of-way line of S.E. 202nd Avenue; thence south along last-said east right-of-way line, a distance of 1027 feet, more or less to the northeasterly right-of-way line of East Burnside Road; thence southeasterly along last-said northeasterly right-of-way line, a distance of 22 feet; thence south, parallel with the east right-of-way line of S.E. 202nd Avenue, a distance of 104 feet, more or less to the southwesterly right-of-way line of East Burnside Road; thence northwesterly along last-said southwesterly right-of-way line, a distance of 8 feet, more or less to the beginning of a 20-foot radius curve to the left, thence southwesterly along the arc of said 20-foot radius curve a distance of 38 feet, more or less to a point on the east right-of-way line of S.E. 202nd Avenue; thence south along last-said east right-of-way line, a distance of 500 feet, more or less to the point of intersection with the easterly extension of the south line of Lot 12, Ruby, a duly recorded plat; thence west along last-said easterly extension and along the south line of last-said Lot 12, a distance of 421 feet, more or less to the east right-of-way line of the Banfield Light Rail; thence north along last-said east right-of-way line, a distance of 90 feet, more or less to the point of intersection with the easterly extension of the south line of Lot 6, West Ruby Junction, a duly recorded plat; thence west along last-said easterly extension and along the south line of last-said Lot 6, a distance of 285 feet, more or less to the southwest corner of that certain tract of land described in deed recorded June 1, 1991 in Book 2421, page 1490, Multnomah County Deed Records; thence north along the west line of said tract of land described in deed recorded June 1, 1991 in Book 2421, page 1490, a distance of 199 feet, more or less to the southeast corner of that certain tract of land described in Document No. 2002-041111, Multnomah County Deed Records; thence west along the south line of said tract of land described in Document No. 2002-041111, and the westerly extension thereof, a distance of 200 feet, more or less to the point of intersection with the west right-of-way line of S.E. 199th Avenue; thence north along last-said west right-of-way line, a distance of 102 feet, more or less to the south line of Lot 33, said West Ruby Junction plat; thence west along the south line of last-said Lot 33, a distance of 285 feet, more or less to the east line of Lot 25, Eastwood, a duly recorded plat; thence south along last-said east line, a distance of 102 feet, more or less, to a point that is 900 feet north of the southeast corner of last-said Lot 25, when measured along last-said east line; thence west, parallel with the north line of last-said Lot 25, a distance of 185 feet, more or less to

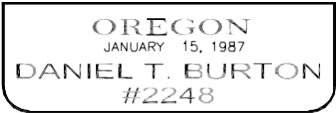
the point of intersection with the southerly extension of the east line of Anniversary Park, a duly recorded plat; thence north along last-said southerly extension, a distance of 8 feet, more or less to the southeast corner of said Anniversary Park plat; thence west along the south line of said Anniversary Park plat, a distance of 313.93 feet to the southwest corner thereof; thence north along the west line of said Anniversary Park plat, a distance of 455 feet, more or less to the south right-of-way line of S.E. Yamhill Street; thence west along last-said south right-of-way line, a distance of 872 feet, more or less to the east line of that certain tract of land described in deed recorded September 1, 1992 in Book 2592, page 746, Multnomah County Deed Records; thence south along last-said east line, a distance of 339 feet, more or less to the southeast corner thereof; thence west along the south line of said tract of land described in deed recorded September 1, 1992 in Book 2592, page 746, a distance of 115 feet more or less to the east line of Lot 30, said Eastwood plat; thence south along last-said east line, a distance of 103 feet, more or less to the south line of that certain tract of land described in deed recorded May 3, 1963 in Book 2166, page 149, Multnomah County Deed Records; thence west along last-said south line, a distance of 330 feet to the east line of Lot 31, said Eastwood plat; thence north along last-said east line, a distance of 153 feet, more or less to the southeast corner of that certain tract of land described in Document No. 95-114804, Multnomah County Deed Records; thence west along the south line of said tract of land described in Document No. 95-114804, a distance of 300 feet, more or less to the east right-of-way line of S.E. 190th Avenue; thence south along last-said east right-of-way line, a distance of 378 feet, more or less to the point of intersection with the easterly extension of the south line of that certain tract of land described in deed dated November 9, 1979, in Book 1401, page 962, Multnomah County Deed Records; thence west along last-said easterly extension and along the south line of said tract of land described in deed Book 1401, page 962, a distance of 357 feet, more or less to the east line of Lot 33, said Eastwood plat; thence north along last-said east line, a distance of 454 feet, more or less, to the southeast corner of that certain tract of land described in Document No. 95-047196, Multnomah County Deed Records; thence west along the south line of said tract of land described in Document No. 95-047196 and its westerly extension, a distance of 300 feet, more or less, to the southwest corner of that certain tract of land described in Document No. 2000-173628, Multnomah County Deed Records; thence north along the west line of said tract of land described in Document No. 2000-173628, a distance of 215 feet, more or less to the south right-of-way line of S.E. Yamhill Street; thence west along last-said south right-of-way line, a distance of 30 feet to the east line of Greenbriar, a duly recorded plat; thence south along last-said east line, a distance of 325 feet, more or less to the southeast corner of said Greenbriar plat; thence west along the south line of said Greenbriar plat and its westerly extension, a distance of 785 feet, more or less to the northeast corner of that certain tract of land described in Document No. 98-111044, Multnomah County Deed Records; thence south along the east line of said tract of land described in Document No. 98-111044, a distance of 170 feet, more or less to the southeast corner thereof; thence west along the south line of said tract of land described in Document No. 98-111044, a distance of 314 feet, more or less to the northeast corner of Partition Plat No. 2001-086, Multnomah County Plat Records; thence south along the east line of said of Partition Plat No. 2001-086, a distance of 165.57 feet to the southeast corner thereof; thence

west along the south line of said of Partition Plat No. 2001-086 and its westerly extension, a distance of 266 feet, more or less to the point of intersection with the west right-of-way line of S.E. 182nd Avenue; thence northerly along last-said west right-of-way line, a distance of 656 feet, more or less to the south right-of-way line of S.E. Yamhill Street; thence west along last-said south right-of-way line, a distance of 34 feet, more or less to the point of intersection with the southerly extension of the west line of that certain tract of land conveyed for right-of-way in deed recorded in year 1990 in Book 2269, page 669, Multnomah County Deed Records; thence north along last-said southerly extension and along the west line of last-said tract, a distance of 98 feet, more or less to an angle point on the westerly right-of-way line of S.E. 181st Avenue; thence northerly along last-said westerly right-of-way line, a distance of 1073 feet, more or less to the northwesterly right-of-way line of S.E. 180th Avenue; thence southwesterly along last-said northwesterly right-of-way line, a distance of 70 feet, more or less to the southeast corner of Lot 6, Block 1, Roundup Park, a duly recorded plat; thence northerly along the east line of last-said Lot 6, a distance of 106.37 feet to the northeast corner thereof; thence west along the north lines of Lots 6 and 7, last-said Block 1, a distance of 204.02 feet to the northwest corner of last-said Block 1; thence south along the west line of last-said Block 1, a distance of 130 feet, more or less to the northeast corner of Lot 4, Block 2, Berkshire Green, a duly recorded plat; thence west along the north line of last said Lot 4, a distance of 100 feet to the southeast corner of Lot 3, last-said Block 2; thence north along the east lines of Lot 3 and Lot 2, last-said Block 2, a distance of 165 feet to the northeast corner of last-said Lot 2; thence west along the north line of last-said Lot 2, a distance of 90.82 feet to the northwest corner thereof; thence west a distance of 50 feet to the northeast corner of Lot 2, Block 1, said Berkshire Green plat; thence west along the north line of last-said Lot 2, a distance of 90.80 feet to the northwest corner thereof; thence south along the west line of said Block 1, a distance of 229.87 feet to the northeast corner of Nancy Addition, a duly recorded plat; thence west along the north line of said Nancy Addition, a distance of 302.43 feet to the east line of that certain tract of land described in Document No. 97-038750, Multnomah County Deed Records; thence south along last-said east line, a distance of 10 feet, more or less to the southeast corner of said tract of land described in Document No. 97-038750; thence west along the south line of said tract of land described in Document No. 97-038750, a distance of 80 feet, more or less to the east line of Block 1, Monte Vista, a duly recorded plat; thence north along the east line of last-said Block 1, a distance of 245 feet, more or less to the northeast corner of Lot 2, last-said Block 1; thence west along the north line of last-said Lot 2 and its westerly extension, a distance of 150 feet to the point of intersection with the west right-of-way line of S.E. 176th Place; thence north along last-said west right-of-way line, a distance of 7 feet, more or less to the northeast corner of Lot 2, Block 3, said Monte Vista plat; thence west along the north line of last-said Lot 2, a distance of 100 feet to the northwest corner thereof; thence south along the west line of last-said Block 2, a distance of 218 feet, more or less to the northeast corner of Lot 1, Birchwood, a duly recorded plat; thence west along the north line of last-said Lot 1, a distance of 131 feet to the east right-of-way line of S.E. 175th Place; thence north along last-said east right-of-way line, a distance of 185 feet, more or less to the point of intersection with the easterly extension of the north line of Lot 2, Block 1, Lucky Addition, a duly recorded plat; thence west along last-said easterly extension and along the north line

of last-said Lot 2, a distance of 141.45 feet to the northwest corner of last-said Lot 2; thence south along the west line last-said Lot 2, a distance of 17 feet, more or less to the northeast corner of that certain tract of land described in Document No. 98-058486, Multnomah County Deed Records; thence west along the north line of said tract of land described in Document No. 98-058486 and its westerly extension, a distance of 381 feet, more or less to the point of intersection with the west right-of-way line of S.E. 174th Avenue; thence south along last-said west right-of-way line, a distance of 214 feet, more or less to a point that is 150 feet north of the north right-of-way line of S.E. Alder Street; thence west, parallel with last-said north right-of-way line, a distance of 107 feet, more or less to the point of intersection with the southerly extension of the east line of that certain tract of land described in Document No. 94-048232, Multnomah County Deed Records; thence north along last-said southerly extension, a distance of 122 feet, more or less to the southeast corner of said tract of land described in Document No. 94-048232; thence west along the south line of said tract of land described in Document No. 94-048232, a distance of 115 feet, more or less to the southwest corner thereof; thence north along the west line of said tract of land described in Document No. 94-048232, a distance of 50 feet, more or less to the point of intersection with the easterly extension of the south line of that certain tract of land described in Document No. 99-067730, Multnomah County Deed Records; thence west along last-said easterly extension and along the south line of said tract of land described in Document No. 99-067730, a distance of 150 feet to the southwest corner of said tract of land described in Document No. 99-067730; thence north along the west line of said tract of land described in Document No. 99-067730, a distance of 29.7 feet, more or less to the southeast corner of that certain tract of land described in Document No. 94-021907, Multnomah County Deed Records; thence west along the south line of said tract of land described in Document No. 94-021907, a distance of 110.34 feet to an angle point thereon; thence south, continuing along last-said south line, a distance of 29 feet, more or less, to the easterly southwest corner of said tract of land described in Document No. 94-021907; thence west, continuing along last-said south line, a distance of 18.32 feet to the southwest corner thereof, being the southeast corner of that certain tract of land described in Document No. 94-021890, Multnomah County Deed records; thence west along the south line of said tract of land described in Document No. 94-021890, a distance of 202.59 feet to the southwest corner thereof, being a point on the east line of that certain tract of land described in Document No. 2002-216774, Multnomah County Deed Records; thence south along last-said east line, a distance of 204 feet, more or less, to the northeast corner of Block 3, Braecroft, a duly recorded plat; thence west along last-said north line, a distance of 559 feet, more or less to the southwest corner of that certain tract of land described in Document No. 94-000746, Multnomah County Deed Records; thence north along the west line of said tract of land described in Document No. 94-000746, a distance of 278 feet to a point that is 140 feet south of the centerline of S.E. Stark Street; thence west, parallel with last-said centerline, a distance of 170 feet, more or less to the west right-of-way line of S.E. 168th Avenue; thence north along last-said west right-of-way line, a distance of 26 feet, more or less to the northeast corner of Lot 2, Block 1, said Braecroft plat; thence west along the north line of last-said Lot 2, a distance of 105.59 feet to the northwest corner of last-said Lot 2; thence south along the west line of last-said Lot 2, a distance of 43 feet, more or less to the southeast corner of

that certain tract of land described in Document No. 94-038362, Multnomah County Deed Records; thence west along the south line of said tract of land described in Document No. 94-038362 and its westerly extension a distance of 166.70 feet, more or less to the point of intersection with the east line of Block 1, Wauna Vista, a duly recorded plat; thence north along last-said east line, a distance of 34 feet, more or less to the northeast corner of Lot 2, Block 1, said Wauna Vista plat; thence west along the north line of last-said Lot 2, a distance of 117.41 feet to the northwest corner of last-said Lot 1; thence west a distance of 60 feet to the northeast corner of Lot 2, Block 2, said Wauna Vista plat; thence west along the north line of Lot 2, last-said Block 2, a distance of 117.41 feet to the northwest corner thereof, being a point on the east line of Lot 7, Evon, a duly recorded plat; thence south along the east line of last-said Lot 7, a distance of 131 feet, more or less to the southeast corner of last-said Lot 7; thence west along the south line of last-said Lot 7, a distance of 200.23 feet to the southwest corner thereof; thence north along the west line of last-said Lot 7, a distance of 82.88 feet to the northeast corner of Lot 1, Block 5, Sherwood Park, a duly recorded plat; thence west along the north line of last-said Lot 1 and its westerly extension, a distance of 190 feet, more or less to the point of intersection with the westerly right-of-way line of S.E. 164th Avenue; thence southerly along last-said westerly right-of-way line, a distance of 41.74 feet to the northeast corner of Lot 1, Block 1, said Sherwood Park plat; thence west along the north line of Lot 1, Block 1, said Sherwood Park plat, a distance of 94.34 feet to the northwest corner of last-said Lot 1; thence south along the west lines of Lots 1 and 2, last-said Block 1, a distance of 90 feet to the north line of Lot 4, last-said Block 1; thence west along last-said north line, a distance of 50 feet to the northwest corner of last-said Lot 4; thence north along the northerly extension of the west line of last-said Lot 4, a distance of 82 feet, more or less to the northeast corner of that certain tract of land described in Document No. 94-204529, Multnomah County Deed Records; thence west along the north lines of those tracts of land described in Document No. 94- 204529, Document No. 2002-046655 and Book 1969, page 1929, recorded December 1986, Multnomah County Deed Records, a distance of 454 feet to the east right-of-way line of S.E. 162nd Avenue; thence west on the westerly extension of the north line of said tract of land described in Book 1969, page 1929, a distance of 90 feet to the west right-of-way line of S.E. 162nd Avenue; thence north along last- said west right-of-way line, a distance of 186 feet, more or less to the south right-of- way line of S.E. Stark Street, and the point of beginning.

Containing 1201 Acres, more or less.



RENEWED THRU: 12/31/03

ADOPTED
ROCKWOOD-WEST GRESHAM RENEWAL PLAN

EXHIBIT “B”

PUBLIC INVOLVEMENT PLAN

PUBLIC INVOLVEMENT SUMMARY, AUGUST – DECEMBER 2002



ROCKWOOD-WEST GRESHAM RENEWAL PUBLIC INVOLVEMENT PLAN

The purpose of the Rockwood-West Gresham Renewal Public Involvement Plan is to ensure that residents, property owners, businesses, and other interested parties have convenient opportunities to become fully informed about the project and to provide input throughout the process. The Public Involvement Plan strives to reach and include people from a wide variety of backgrounds in the process.

Background

In fall 2001, at the direction of the Rockwood Action Plan Implementation Committee (RAPIC) and Gresham City Council, the City began an investigation of the feasibility of urban renewal as a tool to promote West Gresham's revitalization. The feasibility study concluded in December 2001, at which time Gresham City Council, with the advice of RAPIC and the Planning Commission, decided to authorize the Community and Economic Development Department to proceed with a full-scale citizen effort to develop an urban renewal plan. It is estimated that the Plan will be brought to the voters of Gresham for their consideration at the May 2003 election.

This document is a summary of Gresham's approach to public involvement for urban renewal that began with the Feasibility Study development in August 2001 and continues through the formal adoption process. It contains operating principles, proposed organizational structure, and a chart of activities.

The Rockwood-West Gresham Renewal project is unique for public outreach in that it must include a program for citizen participation (building the plan) and a sometimes different program for citizen education (informing the public). Within each program, there are special outreach methods to be used based on geography and other methods based on social association. In some instances the method and type of outreach was the same for all parties, and in other cases it was tailored to a specific message or group. This document is a break down of the public involvement methods and forms the basis of a working document for the planning process.

Operating Principles

Urban renewal planning was kicked off in September 2001 with a work session for brainstorming public involvement opportunities. From that workshop evolved many good ideas, including operating principles to guide the process. These

principles were ratified by the Rockwood Action Plan Implementation Committee (RAPIC) and are as follows:

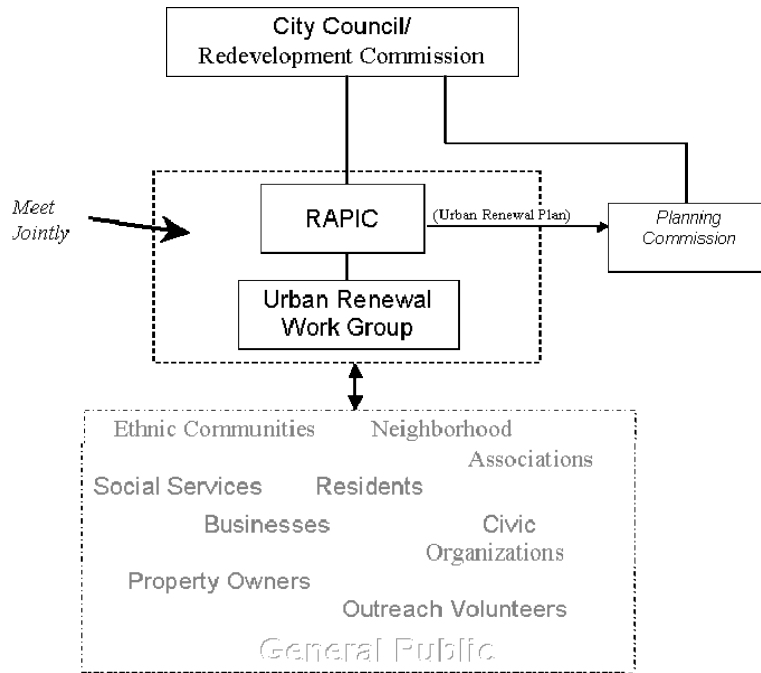
1. Language and English literacy should not be a barrier to the opportunity to access information and participate meaningfully.
2. The City of Gresham will be completely open to public input and ideas.
3. Respect community volunteers' time and ensure that when these resources are employed they are done so effectively and efficiently.
4. Communicate effectively what urban renewal can and cannot accomplish for Rockwood and all of Gresham.
5. Make sure that the public participation process opportunities are equitably provided across the spectrum of all interest groups.
6. Recognize that there are benefits associated with differences of opinion and ideals.
7. All of Gresham will have to approve a Rockwood-West Gresham Urban Renewal Plan at the ballot box.
8. Participation methods and participants will have compassion and justice.
9. Will work to build lasting community leadership.
10. Will value the past and consider the future when making decisions.
11. Communication must be a two-way process between the community and the City of Gresham.
12. Will provide a hospitable and welcoming environment. Ways of achieving hospitality include holding meetings at varying times, days, and locations, provide childcare and transportation opportunities and refreshments.
13. Will create opportunities to bridge communities, building upon common values.
14. Will strive to build trust.

Creating the Plan

A schedule for Rockwood-West Gresham Renewal has been constructed to allow enough time for public input into the process, being mindful of the community's need to eventually implement the Plan in a timely manner. The Renewal planning is built upon past planning activities in the Rockwood neighborhood.

In order to meet the timing and to adhere to the guiding principles, a system was devised wherein RAPIC and other citizen interests served as an advisory group to urban renewal (Urban Renewal Work Group or URWG). Decisions and information that emerged from URWG has been translated to the public-at-large in a variety of ways. Below is the organizational chart for creation of the plan.

Rockwood·West Gresham Renewal Public Involvement with Planning



Participation Roles

Below is an outline of the roles each party within the organizational chart.

City Council

Provide leadership and policy direction on urban renewal plan development.

Planning Commission:

Throughout plan development the Planning Commission will be briefed at regular meetings and comment will be made available to RAPIC and the City Council. The Planning Commission will conduct a formal hearing on a proposed urban renewal plan and will take action to notify Council whether or not the urban renewal plan is in compliance with the City's Comprehensive Plan. The Planning Commission is part of the Strategy Group.

Rockwood Action Plan Implementation Committee:

RAPIC provides citizen leadership and advises Council of the entire project. RAPIC will meet monthly and will also assist public events related to the project. All staff and public input information is disseminated to RAPIC and they will make key recommendations to City Council. RAPIC is part of the Strategy Group.

Urban Renewal Work Group:

URWG provides additional citizen advisors to RAPIC on the Rockwood·West Gresham Renewal project. URWG met six times with RAPIC from March through December 2002 to assist with creating the urban renewal plan.

General Public:

General public includes, but is not limited to: Ethnic Communities, Neighborhood/Business Associations, Residents, Civic Organizations, Businesses, Property Owners, and Social Service Providers. Of all the groups, the General Public will provide the most leadership and formulation of the plan, as they are the ultimate recipients of the urban renewal product. Information derived from the public is provided to RAPIC and is considered as part of decisions made on the basis of their general consensus. Project Team and RAPIC will provide meaningful forums and will work with members of the community to provide fair and equitable opportunities to voice needs and opinions as it relates to the urban renewal feasibility study and plan for Rockwood·West Gresham.

Other participants not incorporated in the chart include City staff and other partners that are aiding with the administration of the process. Below are their participation descriptions:

Project Team:

CEDD Staff Project Team

The Staff Team is charged with project coordination and keeping the project moving forward and on schedule. The team meets weekly to coordinate tasks and problem-solve. Staff Team, through the assistance of RAPIC, also provides operational guidance of the project.

Consultant Project Team

The Consultant Team works closely with CEDD Staff on developing the urban renewal plan and keeping the project on time. Consultants also participate in public events and committee meetings, as requested.

Inter-Agency Coordination:

Regional Partners and Taxing Bodies

The Inter-Agency Committee provides a platform for periodic communication, thus ensuring that, in the broadest sense, all agencies are kept up-to-date on urban renewal information as it

develops. It also provides an opportunity for agencies to comment on reports, identify opportunities for collaboration and joint resource development, and to surface concerns. As appropriate, the agencies provide opportunities to test out whether a consensus exists on a specific topic.

Inter-Departmental Coordination

The Inter-Departmental Coordination Group consists of City of Gresham staff. The group meets periodically throughout the planning process to review information, comment on proposals, and ensure that urban renewal efforts coordinate with other City initiatives.

Chart of Activities

There are many that involve participation in creating the urban renewal plan and activities focused on providing information to the public about the plan once created. The activities have been developed to keep in mind the diversity of needs from the Gresham population. Some citizens prefer to attend meetings where they can provide detailed input, while others may better appreciate mailing in a response to a written survey. Some members of the community prefer to obtain information from the local newspaper, while others prefer to obtain information from the radio or from their neighbors. Some citizens go to their local barber or coffee shop to talk to friends about recent activities while others prefer to attend a public open house at City Hall.

The lists of activities below were created with the intention of meeting the broadest set of community needs.

- **Project Newsletters**, published in 3 languages
- **Community Survey** issued via Newsletters, Rockwood website, and advertised in *El Hispanic News*, *Gresham Outlook*, and the *Oregonian*
- **Project Information Hotline** – bilingual/Spanish. Recorded information and voice-mailbox for comments and questions.
- **Public Workshops** for urban renewal – workshops were offered as bi-lingual, held in Rockwood, transit options were advertised, children’s activities offered and advertised.
- **Planning Work Sessions** with a steering committee (Urban Renewal Work Group)
- **Speaker’s Bureau** – visited community groups with presentations (included neighborhood associations, council advisory committees, fraternal, social, and other civic organizations)
- **Media Efforts** – Press releases and working with media in other ways. Press releases are distributed to approximately 25 media resources.

- **Partner with Other Outreach Efforts:** Rockwood Pride Calendar, Library's Dia de los Ninos event, Metro Open House, Oregon Transportation Commission regional tour, Office of Neighborhood Involvement newsletter, Hispanic Chamber breakfast, etc.
- **MCTV program** – project and citizens were part of feature programs.
- **Website** – Website contains documents, maps, and links to related sites. Updated about once per month (more if necessary). Community Survey, email, and phone numbers posted for methods of feedback.
- **Youth Planning** – working with local schools and educators to provide a forum for participation in creating the plan

Partners for the Plan

Finally, it is important to point out the government, quasi-government, and private organization partners that have been involved with the planning and outreach process. It is the participation of the partners, with that of the individual citizens that make the process successful. The public involvement plan has been formulated to encourage the addition of members along the way.

Community Partners include:

Government and Quasi-Government Bodies

- 181/Sandy Master Plan Technical Advisory Committee & Stakeholders
- Alder Elementary
- Centennial High School
- Centennial Learning Center
- Centennial School District
- Central City Neighborhood Association
- Citizen Involvement Council Advisory Committee (Gresham)
- City of Portland/Portland Development Commission
- City of Troutdale
- Clackamas County Development Agency
- Community Development & Housing Committee (Gresham)
- Community Solutions Team
- Davis Elementary School
- East County Caring Community
- Gresham High School
- Gresham Library (Multnomah Co.)
- Gresham Senior Center
- Gresham-Barlow School District Office
- Hartley Elementary
- Haughton B. Lee Middle School
- Housing & Community Development Commission
- Housing Authority of Portland
- Kelly Creek Neighborhood Association
- Lynch View Elementary
- MCTV

- METRO Regional Government
- Mt. Hood Community College- Gresham & Maywood Park Campuses
- Multnomah County Board of Commissioners & Staff
- Multnomah County Community Economic Development
- Multnomah County Department of Community Justice
- Multnomah County Health Field Office
- North Gresham Neighborhood Association
- Northwest Gresham Neighborhood Association
- Oregon Department of Human Services
- Oregon Department of Transportation
- Oregon Economic and Community Development Department
- Oregon Employment Department
- Oregon Housing and Community Services
- Port of Portland
- Portland Bureau of Housing and Community Development
- Portland State University – College of Urban and Public Affairs
- Reynolds High School
- Rockwood Business Assistance Program
- Rockwood Library (Multnomah Co.)
- Rockwood Neighborhood Association
- Transportation System Council Advisory Committee
- Tri-Met
- Wilkes Elementary
- Wynne Watts School

Private Organizations

- Adventist Medical Clinic
- Altrusa International
- American Assoc of University Women
- Ascension Lutheran Church
- Boeing Co.
- Boyd's Coffee Company
- Burnside Baptist Church
- Centennial Lions Club
- Child Care Development Services Inc.
- Church at Rockwood
- Church of God of Prophecy
- Drake's 7 Dees
- East County One Stop
- East Hill Foursquare Church
- East Metro Association of Realtors
- East Multnomah County Alliance of Latino Parents for Better Schools
- East Multnomah County Building
- East Wind Center
- East rose Fellowship Unitarian
- El Programa Hispano
- Elks BPOE
- Fred Meyer Rockwood
- Good News Foursquare Church
- Greater Portland Baptist Church
- Gresham Area Chamber of Commerce – Public Affairs Committee
- Gresham Bicycle Center
- Gresham Breakfast Lions Club
- Gresham Downtown Development Association
- Gresham Farmers Market

- Gresham Senior Center
- Hacienda CDC
- Hispanic Metropolitan Chamber of Commerce
- Hispanic Services Roundtable
- Honda America
- Human Solutions, Inc.
- J. Frank Schmidt & Son Nursery
- John L. Scott Realtors
- Kaiser Permanente-Rockwood
- KMHD Radio Station
- League of Women Voters - Gresham
- Legacy Mt. Hood Medical Center
- Metropolitan Family Services/SUN (Schools Uniting Neighborhoods) Program
- Morning Star Montessori House
- NARA Health Clinic
- Oregon Association of Minority Entrepreneurs
- Pacific NW Mennonite
- PAL Youth Center
- Peace Mennonite Church
- PGE-Government Affairs Office
- Portland Lutheran School
- Portland Teachers Credit Union
- Praise Chapel of Gresham
- Providence Medical Group
- Rockwood Church of God
- Rockwood Kiwanis
- Rockwood Medical Offices
- Rockwood Natural Medicine Clinic
- Rockwood SDA Church
- Rockwood United Methodist Church
- Romanian Apostolicity Church
- Romanian Assembly of God
- Shiloh Celery
- Snow-Cap Community Charities
- St. Aidan's Episcopal Church
- St. Anne's Catholic Church
- St. Henry Catholic Church
- Sterling Savings Bank
- Teddy Bear Parade
- Trinity Lutheran Church
- United Pentecostal Church
- US Bank
- Viking Industries
- Washington Mutual
- Wells Fargo Bank-Rockwood
- West Gresham Jehovah's Witness
- Workforce Connections
- Youth Employment Institute



ROCKWOOD-WEST GRESHAM RENEWAL

Public Involvement Summary Report
August 15, 2001 – December 18, 2002

- 2185 ENGLISH, 1375 RUSSIAN, 1475 SPANISH: NEWSLETTER #1
- 1599 ENGLISH, 1229 RUSSIAN, 1359 SPANISH: NEWSLETTER #2
- 1180 ENGLISH, 1165 RUSSIAN, 1190 SPANISH: NEWSLETTER #3
- 5120 ENGLISH, 5120 RUSSIAN, 5120 SPANISH: NEWSLETTER #4
- 42,000+ ADDRESSES: NEIGHBORHOOD NEWS WITH ROCKWOOD FEATURE (APRIL 2002)
- 42,000+ ADDRESSES: NEIGHBORHOOD NEWS WITH ROCKWOOD FEATURE (SEPTEMBER 2002)
- COMMUNITY SURVEY ISSUED VIA NEWSLETTERS #2 & #3, ROCKWOOD WEBSITE, AND ADVERTISED IN *EL HISPANIC NEWS*, *GRESHAM OUTLOOK*, AND THE *OREGONIAN* (OVER 200 RESPONSES RECEIVED)
- 1000 ROCKWOOD PRIDE CALENDARS – FEB '02 WAS RENEWAL MONTH
- 1,310 INDIVIDUALS ATTENDED OVER 85 MEETINGS/EVENTS WITH PRESENTATIONS OF PROJECT
- 30 NEWS ARTICLES FEATURING ROCKWOOD-WEST GRESHAM RENEWAL IN 3 LOCAL NEWSPAPERS
- MANY OTHER EFFORTS WORKING TOWARD DIVERSE, BROAD-BASED OUTREACH AND PARTICIPATION EFFORTS SUCH AS A BI-LINGUAL (SPANISH/ENGLISH) INFORMATION HOTLINE, YOUTH PLANNING EFFORTS, URBAN RENEWAL WORK GROUP MEETINGS, MEETINGS WITH REGIONAL AGENCY PARTNERS, AND WEBSITE COMMUNICATION.