
St. Helens Urban Renewal Plan



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Acknowledgments

ECONorthwest prepared this Urban Renewal Plan (Plan) for the City of St. Helens, along with subconsultants Elaine Howard Consulting, Tiberius Solutions, Kittelson and Associates, and Maul Foster Alongi. The Plan and the accompanying Report received legal review from Garrett Stephenson of Schwabe, Williamson & Wyatt, P.C. The City would like to acknowledge former mayor Randy Peterson for his leadership and commitment to exploring urban renewal as an implementation tool. Other firms, agencies, and staff contributed to other research on which that this report relied on.

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Definitions

“Agency” means the City of St. Helens Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan. In St. Helens, the Agency board is the St. Helens City Council.

“Annual report” means annual report on impacts to taxing jurisdictions and former year and following year budgets as required in ORS 457.460.

“Area” means the properties and rights of way located within the St. Helens urban renewal boundary.

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

“City” means the City of St. Helens, Oregon.

“City Council” or “Council” means the City Council of the City of St. Helens.

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

“County” means Columbia County.

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

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

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

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

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

“Planning Commission” means the St. Helens Planning Commission.

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

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

“Under-levy” means taking less than the available tax increment in any year as defined in ORS 457.455.

“Urban renewal agency” or “Agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan.

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

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

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

“St. Helens Transportation Systems Plan (TSP)” means the Transportation System Plan adopted by the St. Helens City Council.

ORS Statutes Matrix

Urban renewal plans must meet state statutory requirements. This table explains the statutory requirements and details where the Plan responds to the statute.

		Plan Text Reference	
ORS Statute Number	ORS Statute Description	Section(s)	Page #
457.085 (1)	An urban renewal agency shall provide for public involvement in all stages in the development of an urban renewal plan.	1.5	4
457.085 (2)(a)	A description of each urban renewal project to be undertaken.	2	5
457.085 (2)(b)	An outline for the development, redevelopment, improvements, land acquisition, demolition and removal of structures, clearance, rehabilitation or conservation of the urban renewal areas of the plan.	5	13
457.085 (2)(c)	A map and legal description of the urban renewal areas of the plan.	1.3, Apx A	3, Apx A
457.085 (2)(d)	An explanation of its relationship to definite local objectives regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunications utilities, recreational and community facilities and other public improvements.	9	18
457.085 (2)(e)	An indication of proposed land uses, maximum densities and building requirements for each urban renewal area.	8	15
457.085 (2)(f)	A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area of the plan.	6	14
457.085 (2)(g)	An indication of which real property may be acquired and the anticipated disposition of said real property, whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition.	5	13
457.085 (2)(h)	If the plan provides for a division of ad valorem taxes under ORS 457.420 to 457.460, the maximum amount of indebtedness that can be issued or incurred under the plan.	1.4	4
457.085 (2)(i)	A description of what types of possible future amendments to the plan are substantial amendments and require the same notice, hearing and approval procedure required of the original plan under ORS 457.095 as provided in ORS 457.2220, including but not limited to amendments:	4	12
457.085 (2)(i)(A)	Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.	4	12
457.085 (2)(i)(B)	Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.	4	12
457.085 (2)(j)	For a project which includes a public building, an explanation of how the building serves or benefits the urban renewal area.	N/A The Plan does not include a public building	

St. Helens Urban Renewal Plan Amendments

The following is a list of the amendments to the St. Helens Urban Renewal Plan:

1. Amended the urban renewal area by less than 1% of the adopted urban renewal area. Amended urban renewal boundary and legal description is included. Adopted by resolution of the St. Helens Urban Renewal Agency on January 17, 2018.

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1. Overview

Through several adopted plans and policies, community members and the elected leadership in the City of St. Helens have articulated a need for reinvestment in the City's waterfront, commercial business districts, and the former Boise White Paper Mill (BWP Property) and surrounding industrial properties. Those plans have identified specific projects that will catalyze that redevelopment, including investments in infrastructure, open space, and business districts that can help to revitalize the heart of St. Helens. Through the adoption of this Urban Renewal Plan (the Plan), the City creates an urban renewal area (the Area) that can capture revenues from growth to reinvest in projects that will achieve the public vision for the area.

The Plan sets the parameters for investments to be undertaken by the St. Helens Urban Renewal Agency (Agency) within the urban renewal boundary. The Plan outlines the Agency's goals for the Area, the projects in which the Agency will invest, and the rationale for each urban renewal project, based on local planning goals and public input. The Plan also describes limitations on the amount of debt the Agency can take on (maximum indebtedness), per Oregon statutes.

The Plan presented in this document meets the requirements of Chapter 457 of the Oregon Revised Statutes. The Plan also complies with other state and local laws pertaining to urban renewal plans.

1.1. Rationale

The City has undergone several planning efforts to understand the challenges it faces related to transportation connectivity, redevelopment, and industrial readiness. These include the U.S. 30 and Columbia/St. Helens Corridor Master Plan (adopted 2015) and the Waterfront Redevelopment Framework Plan (adopted 2016). These plans identify a vision for St. Helens that includes enhanced roadway connections from U.S. 30 to the Riverfront District that help to attract visitors and residents to a burgeoning waterfront district with public access to the river and new investment in mixed-use development.

The primary purposes of the Plan are to cure blight within the Area, assist with implementation of these and other plans, and improve specific areas of the City that are poorly developed or vacant (called *blighted areas*, as defined in Oregon law). These areas have vacant parcels with inadequate infrastructure (including streets, lighting, utilities), and they have old or deteriorated buildings that are no longer viable for ongoing use, among other blighting characteristics. The Area identified in Exhibit 2 has specific infrastructure needs that are described in the accompanying Report and are specifically cited in the ordinance for adoption of the Plan.

1.2. Urban Renewal Plan Goals

Purpose

Through this Plan, the City will assist with the implementation of adopted plans, policies, and regulations.

Goals

The goals represent the intent of the Plan, and were derived from adopted plans and vetted with an Advisory Committee. Exhibit 1 shows the Plan goals and how the Agency intends to achieve each goal. Each of the goals connects to a set of projects, identified in **Section 2** of the Plan. The goals and objectives will be pursued as economically as possible and at the discretion of the Agency.

Exhibit 1. Plan Goals and Goal Intention

Goal	Intention of Goal
1. Ensure that stakeholders are involved in plan implementation by providing accurate, timely information and encouraging public input and involvement.	The Agency will comply with all statutory requirements in ORS 457.460.
2. Provide adequate infrastructure and public amenities to support new development	Invest in infrastructure in underserved areas, to better support redevelopment on underutilized or vacant parcels. Improve existing parks and open spaces in the Riverfront District, Houlton Business District. Support Riverfront District through investments in parking provision and transportation demand management.
3. Increase the safety and capacity of existing transportation corridors.	Improve intersections, streetscapes, and the road surfaces of commercial corridors throughout the Area. Provide enhanced transportation facilities to pedestrians and cyclists.
4. Improve public access to the Columbia River through investments in waterfront open space and paths.	Invest in a waterfront greenway trail and improvements to waterfront access, including the Tualatin Street Stairway that integrates with redevelopment on the site. Improve connections to other open spaces in the area to create a network, including the Nob Hill Nature Park.
5. Invest in the revitalization of Houlton and Riverfront business districts.	Support economic development by providing funding to support the rehabilitation and improvement of storefronts within the Area. Invest in improvements to gateways and wayfinding infrastructure within the Area to attract visitors.

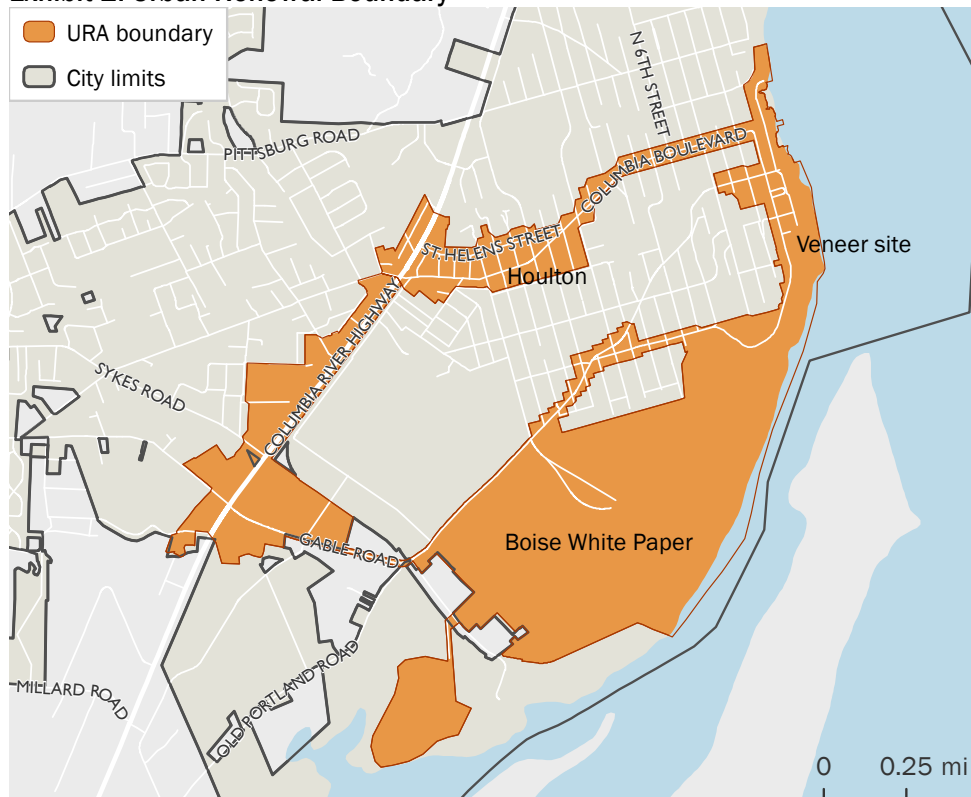
1.3. Urban Renewal Boundary and Projects

Exhibit 2 shows the boundary for the Area. The Area is 756 acres, with 605 acres consisting of parcel land and with 151 acres consisting of public right-of-way. The entire Area is within the St. Helens city limits. This boundary was chosen because it is blighted, and establishing it as an urban renewal area:

- Allows for improvements to key roads (and commercial corridors) that lead to downtown: Old Portland Road, St. Helens Street /Columbia Boulevard.
- Aids in revitalization of the Riverfront District and the Houlton Business District.
- Attracts jobs to vacant and underutilized industrial land through infrastructure investments.
- Supports development on the Veneer Property, the principal subject of 2016 Framework Plan.

The boundary also contains all identified urban renewal projects, identified in **Section 2. Urban Renewal Projects and Activities**. A legal description of the boundary is included in Appendix A. The Area comprises 20.29% of the City of St. Helens acreage and 19.04% of the City's assessed value. It does not exceed 25% of the total assessed value and area of St. Helens, and is within the statutory limits.

Exhibit 2. Urban Renewal Boundary



Source: City of St. Helens

1.4. Maximum Indebtedness

The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$62,000,000 (sixty-two million dollars).

1.5. Stakeholder Involvement

Exhibit 3 provides an overview of the meetings held throughout the planning process and the topics discussed. The Advisory Committee comprised stakeholders representing all major taxing districts within the area, plus representatives from the Planning Commission and the St. Helens Economic Development Corporation. The Committee met three times throughout the process to review and provide input on the draft boundary, project priorities, goals and objectives, amendment procedures, financing, and drafts of the Plan and Report. There were several opportunities for public input on the Plan, including two open houses, a City Council briefing, the Planning Commission Meeting, and the City Council a City Council briefing and the adoption process, which included a public hearing and vote.

Exhibit 3. St. Helens Urban Renewal Process Meetings

Timing	Meeting	Discussion Topics	Opportunity for Public Input
Oct. 12, 2016	Open House #1	Urban Renewal Overview	Yes
Nov. 15, 2016	Advisory Committee #1	Major concerns/issues; boundary	
Feb. 7, 2017	Advisory Committee #2	TIF projections & initial bonding capacity, timing, projects	
Feb. 21, 2017	Open House #2	Review projects	Yes
Mar. 15, 2017	City Council Briefing	Review process to date, including financial plan	
Apr. 18, 2017	Advisory Committee #3	Review draft plan and detailed financial plan	
June 2017	Presentation to Columbia county	Review Maximum Indebtedness numbers	
Jun. 13, 2017	Planning Commission	Review and adopt final plan	Yes
Jul. 19, 2017	City Council	Review and adopt final plan	Yes

In addition to the meetings described in Exhibit 3, the City maintained a comprehensive webpage where all pertinent documents were available.

In addition, the Agency consulted and conferred with all taxing districts, as required by ORS 457.085(5). This included a presentation to Columbia County in June 2017 to discuss the maximum indebtedness.

1.6. Process

The Plan will be administered by the Agency. The Agency was established as part of the City's initial urban renewal effort in 2008 and is composed of City Council members. The Agency is committed to maintaining an open and transparent decision-making process throughout the life of the Area.

City Council must approve any substantial changes to the Plan. **Section 4. Governance and Future Amendments to Plan** provides more information about the amendment process. Future amendments will be listed numerically in this section of the Plan and incorporated into the Plan document, with a footnote that provides the amendment number and date adopted.

2. Urban Renewal Projects and Activities

This section provides detailed information on the projects identified in the Plan. Each of the Plan's projects fall into one of the following five categories. Exhibit 4 describes the connection between these categories and the Plan's goals.

- **Infrastructure:** Road extensions and parking infrastructure.
- **Open Space/Wayfinding:** Park improvements, new parks and open spaces, streetscape improvements, and wayfinding.
- **Economic Development:** Predevelopment, storefront improvements, and public-private partnerships.
- **Site Preparation:** Grading and utility upgrades.
- **Project Administration:** City staff and/or consultant time spent coordinating Agency activities.

Exhibit 4. Connection between Plan Goals and Project Categories

Plan Goal	Project Categories
1. Ensure that stakeholders are involved in plan implementation by providing accurate, timely information and encouraging public input and involvement.	Plan Administration
2. Provide adequate infrastructure and public amenities to support new development	Infrastructure Site Preparation
3. Increase the safety and capacity of existing transportation corridors.	Infrastructure
4. Improve public access to the Columbia River through investments in waterfront open space and paths.	Open Space/Wayfinding
5. Invest in the revitalization of Houlton and Riverfront business districts.	Economic Development

Exhibit 5 provides information on each project, its relation to the urban renewal goals, and the estimated urban renewal contribution.

Exhibit 5. Urban Renewal Projects - Details

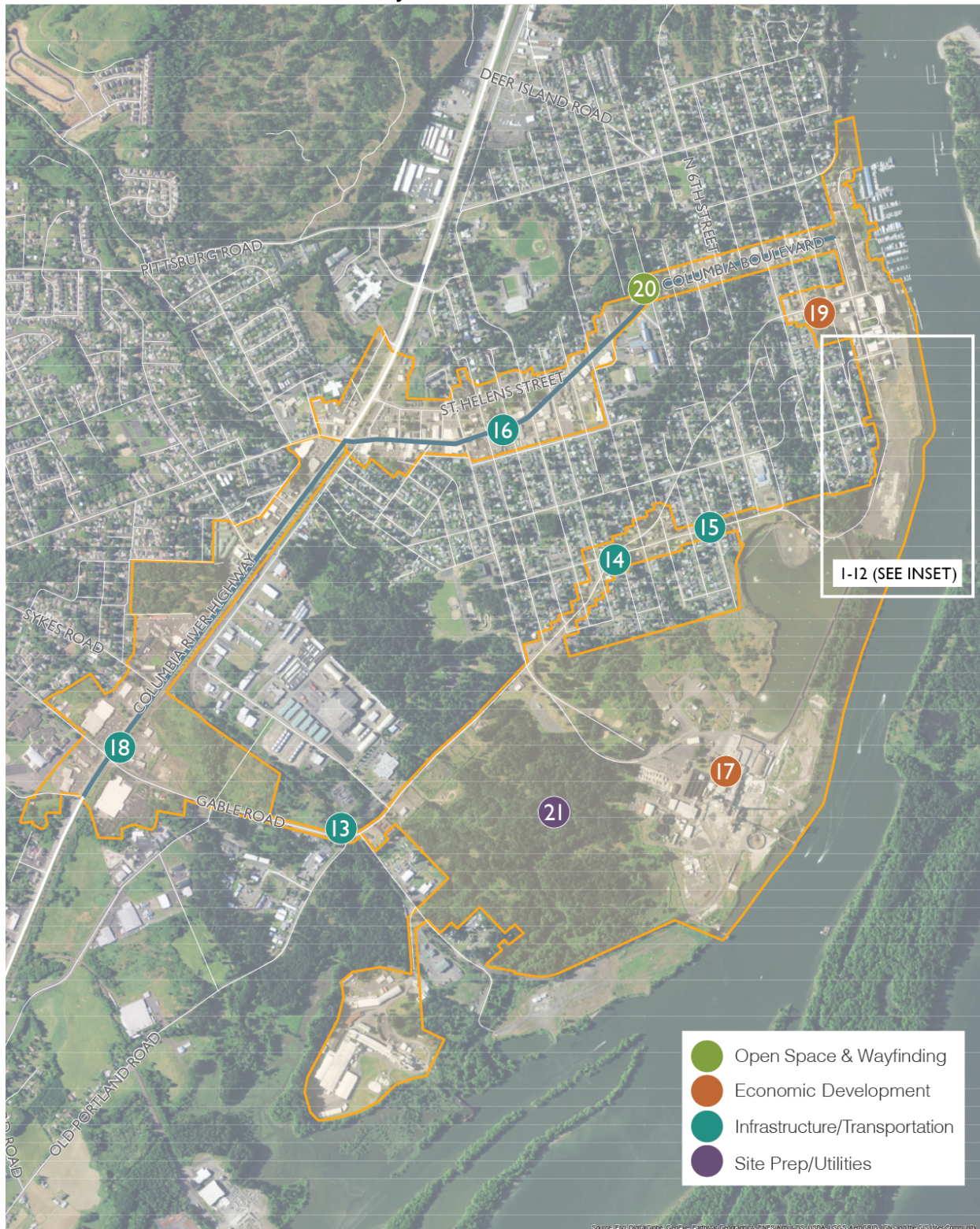
Map ID	Short Name	Description	Relation to Urban Renewal Goals	Estimated Area Contribution
Site Prep				
4	Contributions for Waterfront Site Preparation or Remediation	Assistance with grading, embankment and compaction, and erosion control on the entire site. Address localized hot spots or other potential brownfield issues on the site in coordination with development.	Helps to remove barriers to development on the Veneer Property. <i>(Goal 2)</i>	\$1,500,000
21	Site Preparation and Infrastructure Loans or Grants	Provide site-specific preparation, infrastructure, or development assistance (e.g. land assembly, SDC/permit write down, utility relocation, fire suppression grants, predevelopment assistance, etc.) to encourage new development in the Area.	Could attract industrial and mixed-use development to the entire Area. <i>(Goal 2)</i>	\$2,500,000
2	Waterfront Utilities and Stormwater Infrastructure Phase 1	Install sewer facilities for new development, including force mains, gravity sewer lines, and two pump stations. Install stormwater facilities in phases, including pipes and bioretention facilities. Install pipes and fire hydrants to service new development. Install underground electrical power, gas, and communications utilities in coordination with redevelopment	Helps to remove barriers to development on the Veneer Property. <i>(Goals 2 and 5)</i>	\$1,400,000
3	Waterfront Utilities and Stormwater Infrastructure Phase 2	In a second phase, continue to install sewer facilities to service new development, including force mains, gravity sewer lines, and two pump stations. Install stormwater facilities, including pipes and bioretention facilities. Install pipes and fire hydrants to service new development. Install underground electrical power, gas, and communications utilities in coordination with new development	Helps to remove barriers to development on the Veneer Property. <i>(Goals 2 and 5)</i>	\$900,000
Open Space				
1	Columbia View Park Expansion	Design and construct new 1.3-acre extension of Columbia View Park.	Provides amenities to attract new waterfront development. <i>(Goal 4)</i>	\$1,100,000
6	Waterfront Greenway Trail Phase 1 and Bank Enhancement	Install greenway trail south of Columbia View, including design, associated furnishings, interpretation, and connections to new neighborhood. Grading, planting, and reinforcement of bank as needed to prevent erosion, restore habitat, support greenway trail and water access, and create visual interest along waterfront.	Provides amenities to attract new waterfront development. <i>(Goal 4)</i>	\$3,000,000
7	Trestle Trail Contribution	Extend trail from downtown to south of the Veneer Property, providing access to natural areas along Multnomah Channel.	Provides amenities to attract new waterfront development. <i>(Goal 4)</i>	\$750,000
8	Marina Contribution	Provide partnership funding to construct a marina on the south end of the Veneer Property, near the entrance to the Frogmore Slough. The marina would be privately developed, owned, and operated, but at least partly open to the public and available for public use and access	Attracts water-based users to downtown. <i>(Goals 4 and 5)</i>	\$750,000
9	Waterfront Greenway Trail Phase 2	Construct second phase of waterfront greenway, including design and construction of public plaza at intersection of Tualatin Street and The Strand. Consider future pier from this location in design.	Provides amenities to attract new waterfront development. <i>(Goal 4)</i>	\$3,000,000

Map ID	Short Name	Description	Relation to Urban Renewal Goals	Estimated Area Contribution
11	Habitat and Riparian Corridor Enhancement with Public Access Contributions	Provide partnership funding to restore natural area and explore options for public access between White Paper Lagoon, Multnomah Channel, and on the bluff. In future phases, consider widening or rebuilding existing Tualatin Street staircase.	Opens up new areas for recreation, providing additional amenities to waterfront development. <i>(Goal 4)</i>	\$500,000
12	Partnership to Improve County Courthouse Plaza	Improve County Courthouse Plaza or other downtown parks/plazas.	Supports main street businesses and provides a gathering space and focal point. <i>(Goal 5)</i>	\$750,000
20	Wayfinding Improvements	Install wayfinding signs and kiosks to help people find downtown retail and existing business districts from Hwy 30. Integrate corridor master planning effort and other efforts. Branding and Wayfinding Master Plan to be completed in 2017.	Helps visitors find downtown. <i>(Goals 2, 3 and 5)</i>	\$250,000
Infrastructure				
5	Road Extension on South First and The Strand	Construct South First Street and The Strand in phases, including sidewalks, intersections, bike lanes.	Provides connection to open up new land for development. <i>(Goal 3)</i>	\$2,300,000
10	First Street and The Strand Road Improvements	Install trees and street improvements (bulb outs, etc.) and a road overlay on a two-block stretch of First Street and The Strand.	Provides improved streetscape to support new development on waterfront. <i>(Goals 3 and 5)</i>	\$1,000,000
13	Old Portland Road/Gable Intersection Improvements	Improve the intersection to better accommodate traffic coming to the Veneer Property.	Improves safety and capacity of roads leading to waterfront and downtown. <i>(Goal 3)</i>	\$600,000
14	Old Portland Road/Plymouth Street Intersection Improvements	Improve the intersection to better accommodate traffic and serve as a gateway to the Veneer Property.	Improves safety and capacity of roads leading to waterfront and downtown. <i>(Goal 3)</i>	\$600,000
15	Plymouth Street Improvements	Improve bicyclist and pedestrian safety along Plymouth Street.	Provides pedestrian safety improvements to support redevelopment. <i>(Goal 3)</i>	\$200,000
16	Houlton Corridor Master Plan Improvements	Complete intersection improvements, road projects, and pedestrian projects in the Houlton Business District.	Improves safety, aesthetics, and capacity of Houlton infrastructure. <i>(Goal 3)</i>	\$13,200,000
18	U.S. 30 Road Projects - Short Term	Short-term projects include medians (curbs, plantings, trees/banner poles) and plantings (east side of U.S. 30), new banner poles (east side of U.S. 30), and new banners on existing utility poles, new curb ramps, and crosswalk striping.	Improves road safety, aesthetics, and capacity to attract new development. <i>(Goal 3)</i>	\$1,200,000

Map ID	Short Name	Description	Relation to Urban Renewal Goals	Estimated Area Contribution
18	U.S. 30 Road Projects - Long Term	Long-term U.S. 30 projects include fencing (each side of ODOT Rail property), new sidewalk (east side of U.S. 30), intersection crosswalk paving and curb ramps, trees and plantings (east side of U.S. 30), and private property landscape improvements.	Improves road safety, aesthetics, and capacity to attract new development. <i>(Goal 3)</i>	\$2,000,000
Economic Development				
17	Economic Development Planning	Fund for predevelopment assistance on sites and projects that can improve the redevelopment potential of projects throughout the Area Projects can include public parking management strategy, area master planning, public involvement, and predevelopment assistance (e.g., market studies). Allow for repayment of costs associated with the preparation and implementation of the Plan.	Provides a source of funds for studies or predevelopment assistance that can support new development. <i>(Goals 1, 2 and 5)</i>	\$500,000
19	Storefront Improvement Program for Downtown/Houlton	Enhance the existing historic façade improvement program to create feeling of investment in area with a \$30K–\$70K per year storefront improvement program.	Improves aesthetics of downtown St. Helens and supports small businesses. <i>(Goal 5)</i>	\$1,500,000
				Administration
	Plan Administration	Ongoing administration, relocation costs, and other administrative costs. It also accounts for facilitation of the Agency's Public Involvement Plan.	This helps achieve all goals efficiently, but also specifically provides staffing to achieve Goal 1.	\$2,275,000
	Finance Fees	Allow repayment of financing costs associated with loans procured to fulfill project goals.	Allow the Area to take on debt	\$581,000
Total Estimated Area Contribution for Projects				\$42,356,000

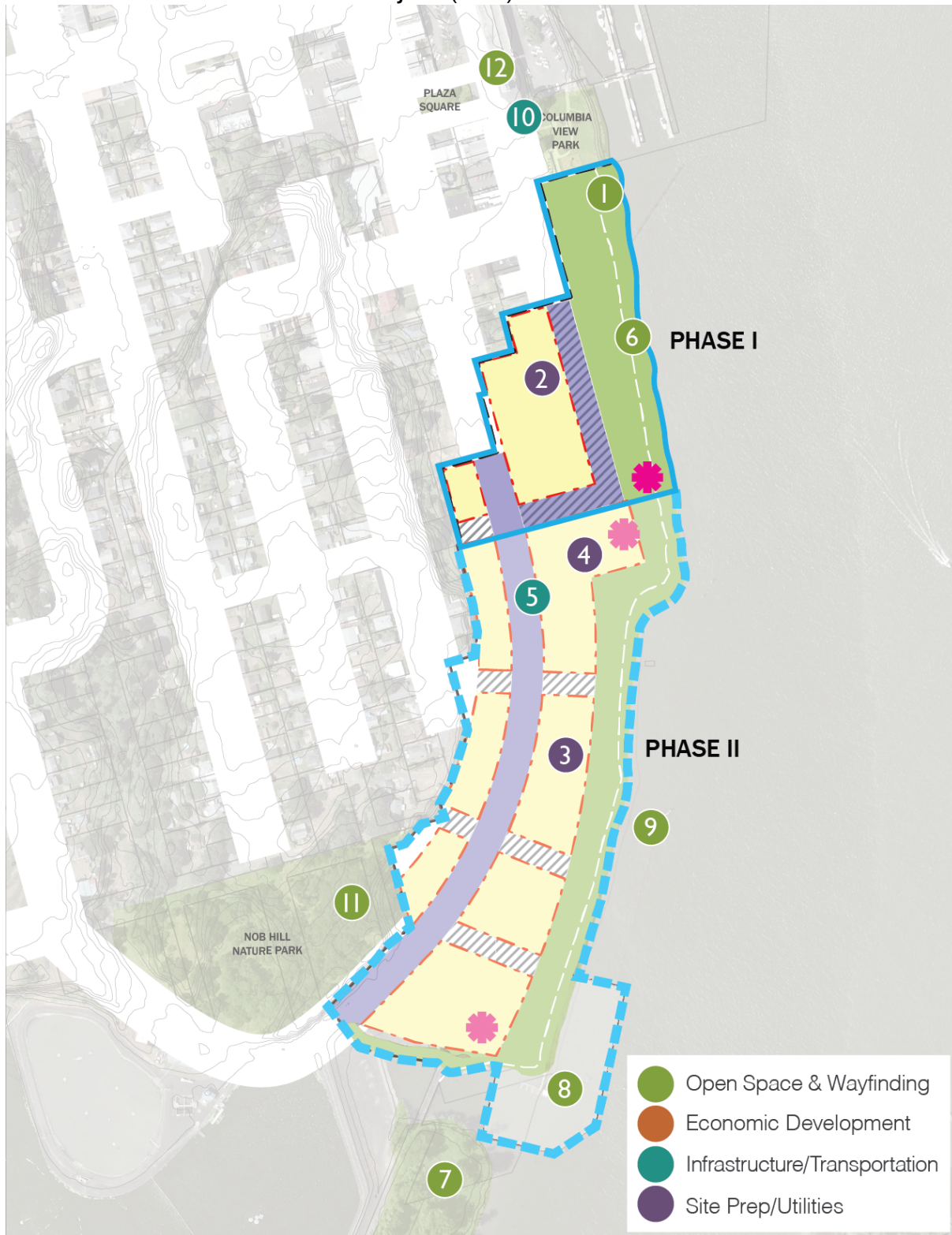
Exhibit 6 and Exhibit 7 show the location for each of the projects.

Exhibit 6. St. Helens Urban Renewal Projects



Source: ECONorthwest with data from the City of St. Helens. Note that the numbers in this map correspond to the projects in Exhibit 5.

Exhibit 7. St. Helens Urban Renewal Projects (Inset)



Source: ECONorthwest and Walker Macy. Underlying data from the St. Helens Waterfront Framework Plan. Note that the numbers in this map correspond to the projects in Exhibit 5.

3. Limitations on Indebtedness of the Plan

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

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

3.1. Proposed Financing Methods

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

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

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) Plan preparation, (2) planning or undertaking project activities, or (3) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

3.2. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes levied by a taxing district in which all or a portion of the Area is located, if any, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. As soon as possible after the approval of the Plan, the Columbia County assessor shall prepare a certified statement of the total assessed value of the taxable real and personal property in the URA, as required by ORS 457.430. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan is **\$62,000,000 (sixty-two million dollars)**, based on good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion. This amount is the principal of such

indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

4. Governance and Future Amendments to Plan

The Plan will be administered by the St. Helens Urban Renewal Agency, subject to adoption of ordinances by the City Council as required by law. The Plan may be amended as described in this section.

4.1. Substantial Amendments

Substantial Amendments are those that add land to the area—except for an addition of land that totals not more than 1 percent of the existing Area—or increase the maximum amount of indebtedness that can be issued or incurred under the Plan. In accordance with ORS 457.085(2)(i), Substantial Amendments shall require the same notice, hearing, and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by nonemergency ordinance after a hearing. Notice of City Council hearings on proposed Plan amendments shall be provided to individuals or households within the City of St. Helens as required by ORS 457.120.

4.2. Minor Amendments

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

5. Property Acquisition and Disposition

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment.

5.1. Property Acquisition for Public Improvements

The Agency may acquire any property within the Area for public improvement projects undertaken pursuant to the Plan by all legal means, including the use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures. Properties that the Agency may acquire include:

- Right-of-way needs for the Old Portland Road/Plymouth intersection enhancement in FY 2026: Property identified as Columbia County Assessor Map Number 4N1W 4DA 5400, and per Columbia County Clerk Instrument Number 2017-2244. This property is owned by the City of St. Helens.
- Other Old Portland Road properties that may be necessary for roadway enhancements, pending planning efforts.

5.2. Property Acquisition from Willing Sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

5.3. Land Disposition

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

The Agency may dispose of property acquired under **Section 5.1** by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

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

6. Relocation Methods

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Plan does not propose relocation of residents or businesses. If any future projects require such relocations, a plan amendment that specifies the method of relocation will be required, pursuant to ORS 457.085(2)(j).

7. Severability

If any portion of the Plan is held to be invalid or unconstitutional by a court of competent jurisdiction, that portion is to be deemed severed from the Plan, and in no way affects the validity of the remainder of the Plan.

8. Proposed Land Uses

The proposed uses within the Area conform to the uses included in the City's St. Helen's Comprehensive Plan. Exhibit 8 shows the connection between the proposed land uses in the Plan and the applicable Comprehensive Plan designation. Exhibit 9 shows the Comprehensive Plan designations of land within the City, including within the urban renewal boundary. Proposed land uses, maximum densities and building requirements shall conform to the Comprehensive Plan, Community Development Code, and applicable building codes, as those regulations may change from time to time. Land uses proposed in Plan projects meet the City's existing comprehensive plan designations. Exhibit 10 shows the zoning designations within the Area.

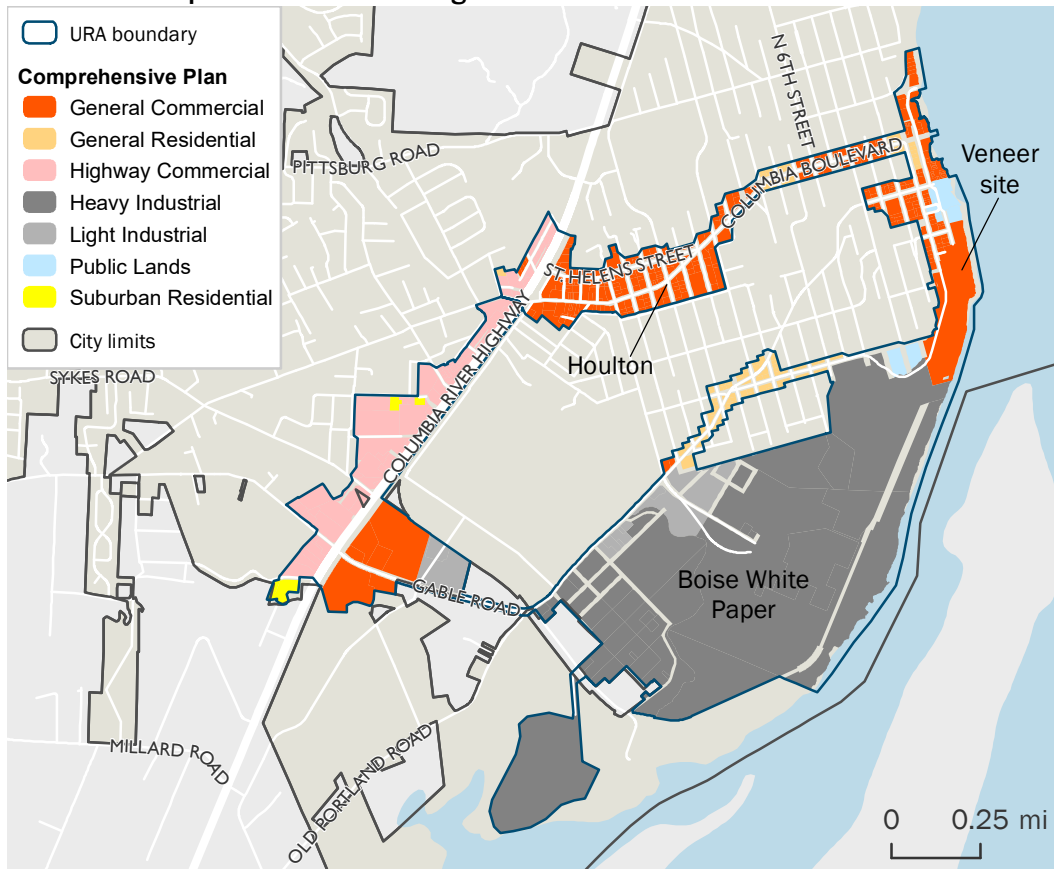
This section fulfills the statutory requirement for describing the proposed land uses (with associated maximum densities and building requirements)

Exhibit 8. Proposed Land Uses

Location	Proposed Land Uses	Applicable Comprehensive Plan Designation
U.S. 30	Infill commercial and mixed-use development, as called for in the Comprehensive Plan's Highway Commercial and General Commercial designations.	Highway Commercial and General Commercial
Riverfront District	Infill commercial and mixed-use development, as called for in the Comprehensive Plan's General Commercial designation and the zoning code's Riverfront District designation.	General Commercial
Houlton Business District	Infill commercial and mixed-use development, as called for in the Comprehensive Plan's General Commercial designation and the zoning code's Houlton Business District designation.	General Commercial
Veneer Property	New mixed-use development, as called for in the Comprehensive Plan's General Commercial designation and the zoning code's Riverfront District designation.	General Commercial
BWP Property and surrounding industrial lands	New industrial development and redevelopment, as called for in the Comprehensive Plan's Heavy Industrial and Light Industrial designations.	Heavy Industrial
Old Portland Road (residential section)	Residential uses, as called for in the Comprehensive Plan's General Residential designations.	General Residential

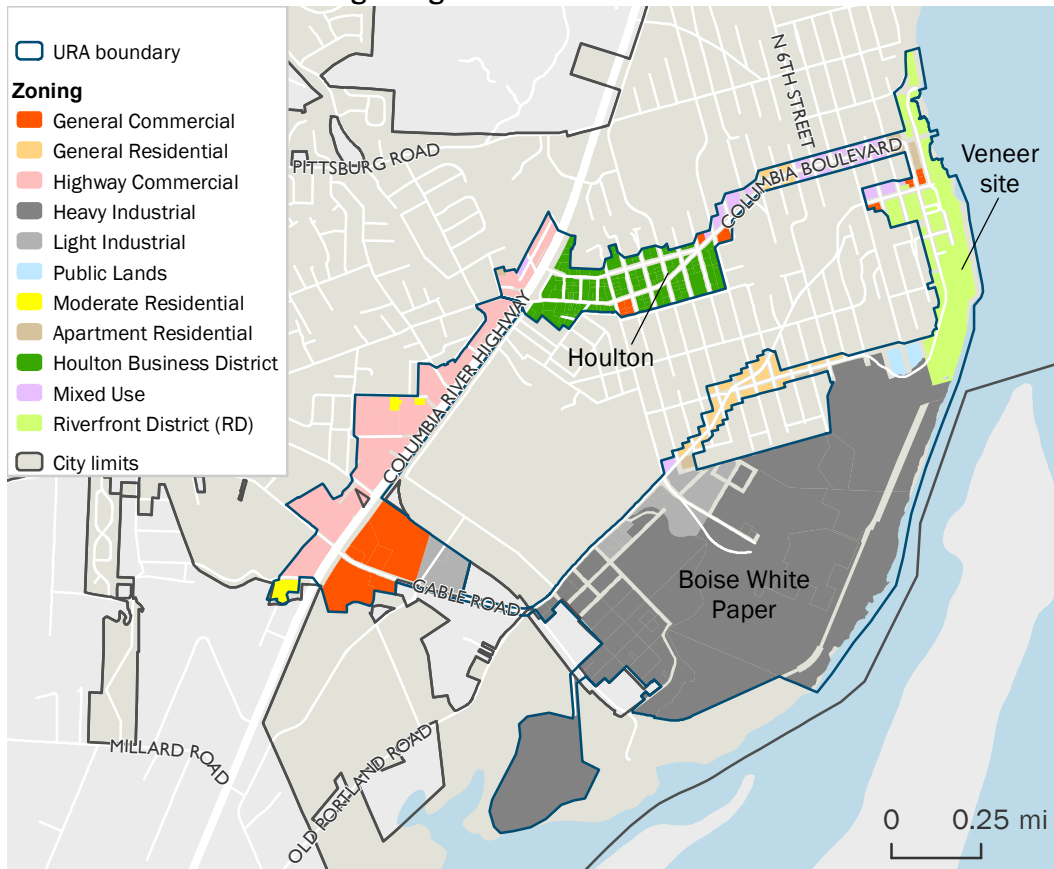
Source: <http://www.codepublishing.com/OR/StHelens/StHelens19/StHelens1908.html#19.08.020>

Exhibit 9. Comprehensive Plan Designations



Source: City of St. Helens (Data received on April 25, 2017).

Exhibit 10. St. Helens Zoning Designations



Source: City of St. Helens (Data received on April 25, 2017).

9. Relationship to Local Objectives

This Plan reflects the goals and objectives identified through previous planning processes, including the St. Helens Comprehensive Plan and the City's Municipal Code. This section provides context for how the St. Helens Urban Renewal Plan relates to the following area plans and policies:

This section fulfills the statutory requirement for describing the relationship to local objectives.

- St. Helens Comprehensive Plan (Municipal Code, Title 19)
- St. Helens Waterfront Framework Plan (2016)
- US 30 and Columbia/St. Helens Corridor Master Plan (2015)
- Parks and Trails Master Plan (2015)
- St. Helens Transportation System Plan (2014)
- Waterfront Development Prioritization Plan (2011)
- Toward Sustainable Tourism Plan (2007)

For each of the above documents, this section provides information on:

- The document's purpose.
- The specific goals or objectives contained in the document that relate to the Plan.
- How the Urban Renewal Plan relates to these specific goals.

Provisions taken directly from existing plans are shown in *italics*.

9.1. St. Helens Comprehensive Plan (Municipal Code, Title 19)

The purpose of the St. Helens Comprehensive Plan¹² (Comprehensive Plan) is to guide the future actions of the community. It presents a vision for the future, with long-range goals and objectives for all activities that affect the local government. Because the Plan includes projects to upgrade infrastructure, incent development, and improve amenities through the Area, the Plan conforms to Comprehensive Plan goals and policies pertaining to citizen involvement, economic development, transportation, housing, public services and facilities, and natural factors and local resources. The consistency of the Plan with applicable Comprehensive Plan goals is explained below.

The proposed uses within the Area detailed in **Section 8** conform to the uses shown in Exhibit 9, which shows the Comprehensive Plan designations of land within the City, including within the urban renewal boundary.

19.08.010 Citizen Involvement.

This section of the Comprehensive Plan includes the following goals:

- (a) Keep the citizens informed of opportunities for involvement.*
- (b) Develop programs to involve citizens in the land use planning process.*

The Plan conforms to the citizen involvement goal of the Comprehensive Plan because the projects included in the Plan reflect community priorities from planning processes that had extensive community involvement. The Advisory Committee included representatives from the community and the Urban Renewal Plan process included opportunities for public input at two open houses, the advisory committee meetings, planning commission meeting, and City Council hearing. The project team actively solicited press coverage from local newspapers to keep the community informed about the project.

19.08.020 Economic Goals and Policies.

This section of the Comprehensive Plan includes the following goals that apply to the Urban Renewal Plan:

- (a) To maintain favorable conditions for a growing, healthy, stable and diversified business and industrial climate.*
- (b) To encourage the expansion of employment opportunities within the urban area so residents can work within their communities rather than commute to jobs outside the county.*
- (c) To promote industrial development necessary to provide a balanced tax base for the operation of local government services.*

¹ <http://www.codepublishing.com/OR/StHelens/StHelens19/StHelens1908.html>

² <http://www.codepublishing.com/OR/StHelens/StHelens19/StHelens1908.html>

(d) To establish greater local control over the destiny of the local economic development.

The Plan conforms to the Comprehensive Plan's economic goals because it includes projects that will upgrade the local transportation infrastructure and provide incentives that will attract mixed-use, residential, commercial, and industrial development to the Area. Exhibit 11 demonstrates how the Plan is consistent with applicable economic goals.

Exhibit 11. St. Helens Comprehensive Plan Economic Policies and Relation to Plan

Comprehensive Plan Policy	How Plan Addresses
<i>(a) Develop program strategies with other agencies, groups and businesses in an effort to improve the local economy. Strategies should consider but not be limited to: (i) Tax incentives and disincentives; (ii) Land use controls and ordinances; (iii) Preferential assessments; (iv) Capital improvement programming; and (v) Fee and less-than-fee acquisition techniques.</i>	The Plan provides a funding source to improve the local economy, including tax incentives and capital improvement programming.
<i>(b) Assist in programs to attract diverse businesses and industries.</i>	Projects include storefront improvements and incentives for site preparation and infrastructure improvements that can help to attract new businesses to the city.
<i>(c) Make waterfront development a high priority.</i>	Projects include investments in infrastructure and amenities, that will encourage development on the vacant Veneer Property along the St. Helens waterfront.
<i>(f) Develop and implement public facility designs and development standards to revitalize businesses and business districts in the US 30 and Columbia Boulevard/St. Helens Street corridor master plan area.</i>	Projects include street and intersection improvements in the U.S. 30 and Columbia Boulevard/St. Helens Street areas, identified in the Corridor Master Plan.
<i>(g) Create gateways and improve access and wayfinding signage to Houlton Business District and Historic Downtown.</i>	Projects include improvements to gateways to downtown and wayfinding to improve visitor experience.
<i>(h) Improve the appearance, attractiveness, and safety of the Houlton Business District and Historic Downtown, through an enhanced street design that includes street trees, landscaping and more public spaces and pedestrian amenities.</i>	Projects include improvements to sidewalks and street furniture, identified in the Corridor Master Plan.
<i>(i) Develop the local tourist and recreation sectors of the economy.</i>	Projects include public open space improvements that support the redevelopment of the Veneer Property and encourage tourism and recreation in downtown St. Helens
<i>(j) Allocate adequate amounts of land for economic growth and support the creation of commercial and industrial focal points.</i>	The Plan includes land at the former BWP Property and adjacent industrial lands, assuming that concentrated investments in infrastructure can support the entire area.
<i>(l) Discourage the leapfrog development of industrial lands, unless there is a program to provide sewer and water to intervening properties.</i>	The Plan incorporates all of the former BWP Property, allowing for intensive industrial uses that concentrate infrastructure investments.

Source: <http://www.codepublishing.com/OR/StHelens/StHelens19/StHelens1908.html#19.08.020>

19.08.030 Public Services and Facilities Goals and Policies

This section of the Comprehensive Plan includes the following goals that apply to the Urban Renewal Plan:

Goals.

- (a) To provide the facilities, utilities and services which are necessary for the well-being of the community.*
- (b) To develop an orderly arrangement of public facilities and services to serve as a framework for urban development.*
- (c) To design and locate public facilities so that: capacities are related to future as well as present demands; ample land is available for building and plant expansion; and public works plants and utility structures reflect due regard for their environmental impact.*
- (d) To designate land development patterns which would permit the most economical extension of public utilities.*
- (e) To provide all residents of urban areas with a sewage system that effectively meets current and future needs while protecting public health.*
- (f) To provide a water system adequate for future domestic and industrial purposes.*
- (h) To create and maintain ample places and facilities for recreation in St. Helens.*
- (j) To reduce loss of lives and property from fires.*

Policies.

- (a) Ensure that urban facilities and services, particularly water and sewer systems, are properly designed to eventually serve the designated urban growth area; also, ensure that services are provided to sufficient vacant property to meet the anticipated needs.*
- (d) Ensure that capacities and patterns of utilities and other facilities are adequate to support the residential densities and land use patterns of the Comprehensive Plan.*
- (f) Rehabilitate old sewer lines and extend new ones as funding permits.*
- (h) Implement master water, sanitary sewer, storm sewer and transportation system plans in coordination with the public facilities plan.*
- (k) Strive to ensure that adequately sized water mains and sewer lines are installed initially to avoid costly expansion when the area becomes intensively developed.*
- (n) Design public recreation facilities to meet the recreational needs of the populace by providing the widest practicable range of compatible activities and programs to meet the needs of diverse groups.*
- (o) Develop a program whereby the city's park system can be maintained or expanded to serve the needs of the anticipated growth. This program could include, but not necessarily be limited to, acquisition of tax foreclosed properties, donations or required dedication of land to existing parks, donation or required dedication of land for new parks or a payment in-lieu-of dedication by developers for new development that would impact the city's recreational system.*
- (p) Acquire sites for future parks as identified on the Comprehensive Plan map as far in advance as possible and have those sites be within one-half mile of residential areas.*

- (q) Investigate grant and loan opportunities from various private, state and federal agencies for park acquisition, development and expansion; where appropriate apply for these funds.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan conforms to the Comprehensive Plan's public service and facilities goals and policies by facilitating the expansion or improvement of city utilities, transportation facilities and recreational amenities.

19.08.040 Transportation Goals and Policies

This section of the Comprehensive Plan includes the following goals that apply to the Urban Renewal Plan:

- (a) To develop and maintain methods for moving people and goods which are:*
 - (i) Responsive to the needs and preferences of individuals, business and industry;*
 - (ii) Suitably integrated into the fabric of the urban communities; and (iii) Safe, rapid, economical and convenient to use.*
- (b) To remove existing congestion and prevent future congestion so that accidents and travel times would both be reduced.*
- (d) To strengthen the economy by facilitating the means for transporting industrial goods.*
- (e) To maintain a road network that is an asset to existing commercial areas.*
- (f) To provide a more reliable basis for planning new public and private developments whose location depends upon transportation.*
- (h) To assure that roads have the capacity for expansion and extension to meet future demands.*
- (k) To increase appropriate walking and bicycling opportunities.*

The Plan conforms to the Comprehensive Plan's economic transportation goals and policies because it includes projects that will upgrade the local transportation infrastructure and improve wayfinding, intersections and pedestrian and bicycling paths.

Exhibit 12 demonstrates how the Plan is consistent with applicable transportation goals.

Exhibit 12. St. Helens Comprehensive Plan Transportation Policies and Relation to Plan

Comprehensive Plan Policy	How Plan Addresses
<i>(a) Require all newly established streets and highways are of proper width, alignment, design and construction and are in conformance with the development standards adopted by the city.</i>	The Plan provides funding for specific projects that improve streetscape, including curb extensions, pedestrian scale lighting, sidewalk furnishings, and paving enhancements at several priority intersections.
<i>(c) Support and adopt by reference road projects listed in the Six-Year Highway Improvement Program; specifically, work towards attaining left turn lanes and traffic lights on Highway 30.</i>	The Plan includes both short- and long-term projects to improve access, approach, and visibility of downtown area from Highway 30.
<i>(d) Control or eliminate traffic hazards along road margins through building setbacks, dedications or regulation of access at the time of subdivision, zone change or construction.</i>	The Plan includes projects to improve the intersection to better accommodate traffic and serve as a gateway to the property.

<i>(e) Regulate signs and sign lighting to avoid distractions for motorists.</i>	The Plan funds projects to design and install wayfinding signs and kiosks to assist motorists with finding existing business districts.
<i>(i) Follow good access management techniques on all roadway systems within the city.</i>	The Plan includes funding for improving intersections to better accommodate traffic and serve as gateways to the waterfront.
<i>(j) Develop a plan for walking trails.</i>	The Plan includes funding for the creation and expansion of walking trails.
<i>(k) Maintain, implement, and update the bikeway plan.</i>	The Plan will provide funding for the improvement of bike paths on new roadways and trails.

Source: <http://www.codepublishing.com/OR/StHelens/StHelens19/StHelens1908.html#19.08.040>

19.08.050 Housing Goals and Policies

This section of the Comprehensive Plan includes the following goals and policies that apply to the Urban Renewal Plan:

Goals:

- (a) To promote safe, adequate, and affordable housing for all current and future members of the community.*
- (b) To locate housing so that it is fully integrated with land use, transportation and public facilities as set forth in the Comprehensive Plan.*

Policies:

- (e) Permit multifamily developments which conform to the following general conditions and criteria:*
 - (i) They should not be constructed within areas which are established and recognized as substantially well maintained single-family areas.*
 - (ii) They should have safe and appropriate arrangement of buildings, open spaces, and parking access.*
 - (iii) They should not be so large or close to single-family homes as to block their view or sunlight or to unduly interfere with an established single-family character; where conditionally used, they thus shall be subject to density criteria.*
 - (iv) They should include adequate open space.*
 - (v) They should include ample off-street parking.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan includes local infrastructure upgrades and provides incentives that will attract mixed-use and multifamily residential development to the waterfront. The height differential between the bluff and the waterfront will help protect existing views. The trail along the waterfront will be dedicated as open space to support the needs of existing and future residents.

19.08.060 Natural Factors and Local Resources Goals and Policies.

This section of the Comprehensive Plan includes the following goals that apply to the Urban Renewal Plan:

- (a) To maintain and, where possible, enhance the air, water, and land resources of the St. Helens area.*
- (b) To assure proper and safe development, use and protection of the area's significant soil, mineral and geological resources.*
- (e) To preserve open spaces within and between urban living areas.*
- (g) To preserve for the public benefit outstanding scenic areas.*

The Plan conforms to the Comprehensive Plan's natural factors and local resources goals and policies because it includes habitat restoration, preservation and improved access to natural areas. The Plan also includes funding to improve stormwater facilities. Exhibit 13 demonstrates how the Plan is consistent with applicable natural factors and local resource goals.

Exhibit 13. St. Helens Comprehensive Plan Natural Factors and Local Resources Policies and Relation to Plan

Comprehensive Plan Policy	How Plan Addresses
<i>(d) Work with the county in the management of solid wastes to prevent the contamination of local resources.</i>	Projects includes sewer and stormwater facilities to prevent the contamination of local resources.
<i>(f) Encourage the preservation, restoration, and functionality of the open space corridors or rezone to open space zone [for] the following lands: (i) The canyon area adjoining Godfrey Park. (ii) The unimproved gullies and creekbed systems. (iii) The lands along significant riparian corridors and connecting wetlands.</i>	Projects include restoration of riparian corridors and adjoining wetlands to provide access to residents and an amenity to attract new development including the Trestle Trail Connection and bank restoration.
<i>(g) Direct development away from the Willamette River Greenway to the maximum extent possible; provided, however, lands committed to the urban uses within the greenway shall be allowed to continue and to intensify, provided the activity is water related or water dependent. The city shall prohibit new non-water-related or non-water-dependent uses from within 150 feet of the Willamette River Greenway.</i>	The Plan specifies projects that will respect and protect banks on the Willamette River and includes funds for bank reinforcement to prevent erosion and restore habitat, as well as support the greenway trail.
<i>(j) Balance development rights of property owners and protection of public views of the Columbia River, Scappoose Bay and Multnomah Channel.</i>	The Plan accommodates development rights of property owners by funding a framework that provides regular gaps in development to allow public riverfront access and views.
<i>(q) Develop protection programs for the following St. Helens significant resources: wetlands, riparian corridors, wildlife habitats, groundwater resources, natural areas, wilderness areas, mineral and aggregate resources, energy sources, and cultural areas.</i>	The Plan includes projects that protect and restore riparian corridors, shoreline wildlife habitats, groundwater resources, and natural areas.

Source: <http://www.codepublishing.com/OR/StHelens/StHelens19/StHelens1908.html#19.08.060>

19.12.070 General Commercial.

This section of the Comprehensive Plan includes the following goals and policies that apply to the Urban Renewal Plan:

Goals. To establish commercial areas which provide maximum service to the public and are properly integrated into the physical pattern of the city.

Policies.

- (a) Encourage new commercial development in and adjacent to existing, well-established business areas taking into account the following considerations: (i) Making shopping more convenient for patrons, (ii) Cutting down on street traffic, (iii) Maximizing land through the joint use of vehicular access and parking at commercial centers, and (iv) Encouraging locations that enjoy good automobile access and still minimize traffic hazards.*
- (d) Emphasize and support existing town centers as business places.*
- (g) Encourage a variety of retail shopping activities to concentrate in the core commercial areas to enhance their attractiveness for a broad range of shoppers; additionally, encourage in this area the development of public spaces such as broad sidewalks, small squares, etc., to facilitate easy, safe, pleasant pedestrian circulation.*
- (h) Encourage in-filling of vacant lands within commercial areas. (Ord. 2980 § 2, 2006)*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan conforms to the Comprehensive Plan's General Commercial policies by facilitating enhancements to existing commercial areas for infrastructure and façade improvements, and wayfinding. Moreover, it facilitates redevelopment of former industrial property immediately adjacent to the existing downtown (Riverfront District) to reinforce the vitality of the City's historic core. Open space and multi-modal connections are included as well as an attraction and enhancement of key commercial areas.

19.12.020 General Residential.

This section of the Comprehensive Plan includes the following goals and policies that apply to the Urban Renewal Plan:

Goals. To create conditions suitable for higher concentrations of people in proximity to public services, shopping, transportation and other conveniences.

Policies.

- (a) Require undeveloped public ways of record to be improved to applicable city standards as a condition to the issuance of building permits for lots that front these ways.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan conforms to the Comprehensive Plan's General Residential policies by facilitating road improvements to the applicable City standards.

19.12.080 Highway Commercial.

This section of the Comprehensive Plan includes the following goals and policies that apply to the Urban Renewal Plan:

Goals.

- (a) To create opportunities for the orderly business development along selected portions of arterials.*
- (b) To establish conditions which will assure that arterial traffic flows are not disrupted and that access to and from these locations is designed for safety.*
- (c) To prevent highway frontage from becoming a strip of mixed commercial, residential and other unrelated uses.*

Policies.

- (a) Designate as highway commercial such areas along portions of US 30 where highway business has already become well established.*
- (b) Designate as highway commercial such areas at major road intersections where access to business sites does not conflict with safe traffic movement.*
- (c) Encourage enterprises which cater to the traveling public to locate in this designation.*
- (d) Encourage curbing along Highway 30 and limit the number of curb-cuts to minimize traffic hazards as a result of conflicts between through traffic and shopper traffic.*
- (e) Preserve areas for business use by limiting incompatible uses within them.*
- (f) Improve the appearance and safety of US 30 and sites along US 30, through means such as landscaped medians, banner poles, landscaping along the highway right-of-way, and landscaping in parking lots.*
- (g) Encourage undergrounding of overhead utilities. (Ord. 3181 § 4 (Att. C), 2015; Ord. 3144 § 2 (Att. A), 2011; Ord. 2980 § 2, 2006)*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan conforms to the Comprehensive Plan's goals and policies in the Highway Commercial category section by creating opportunities for the orderly development of business along new and existing arterials and providing funding for projects that improve the flow of traffic along arterials. Specifically, the Plan will allocate money to projects that will improve the appearance and safety of U.S. 30, such as banners, landscaping, and improved sidewalks.

19.12.100 Heavy Industrial.

This section of the Comprehensive Plan includes the following goals and policies that apply to the Plan:

Goals.

- (a) To establish large tracts of land where manufacturing and industrial operations of an intensive or heavy character may be carried out with minimal impact upon the community.*
- (b) To provide suitable sites where transportation, including employee carpooling, public utilities, and other special industrial requirements, such as the disposal of waste materials, can be met.*

Policies.

- (b) Ensure that the size, location and boundary conditions of heavy industrial areas are such that surrounding residential areas are protected.*
- (d) Ensure that heavy industrial operations have sufficient space for employee and truck parking, loading, maneuvering and storage.*
- (e) Designate sufficient land for heavy industrial purposes to meet estimated future needs and preserve these areas for such activities by excluding unrelated uses which would reduce available land and restrict the growth and expansion of industry and consider adding additional lands when the need for a specific site becomes known.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan conforms to the Comprehensive Plan's Heavy Industrial Goals and Policies by facilitating infrastructure improvements along corridors that serve much of the City's industrial land base.

19.12.090 Light Industrial.

This section of the Comprehensive Plan includes the following goals and policies that apply to the Plan:

Goals. *To provide a place for smaller and/or less intensive industrial activities where their service and transportation requirements can be met, and where their environmental effects will have minimal impact upon the community.*

Policies.

- (b) Encourage preserving such designated areas for light manufacturing, wholesaling, processing and similar operations by excluding unrelated uses which would reduce available land and restrict the growth and expansion of industry.*
- (c) Ensure that light industry operations have adequate space with respect to employee and truck parking, loading, maneuvering and storage.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan conforms to the Comprehensive Plan's Heavy Industrial Goals and Policies by facilitating infrastructure improvements along corridors that serve much of the City's industrial land base.

19.12.110 Public Lands.

This section of the Comprehensive Plan includes the following goals that apply to the Plan:

- (a) To integrate public facilities with land use, transportation, recreation and other community objectives and plans in order to realize their optimum value for the citizenry.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan conforms to the Comprehensive Plan's Public Lands Goals by facilitating transportation, infrastructure, and recreation objectives, thus, enhancing the potential of such designated lands within the Plan area.

9.2. St. Helens Waterfront Framework Plan (2016)

The purpose of the St. Helens Waterfront Framework Plan (Framework Plan) is to provide an understanding of the opportunities presented by the waterfront properties acquired by the City and to outline the major city-led investments that are necessary to spur the next phase of development. The Framework Plan creates certainty for developers by indicating where development can occur on the site and defining the criteria that the City will use as it considers different development options. The Framework Plan also creates a clear path forward to implementing the Framework Plan and presents a detailed outline of projects that will guide the City through the steps toward redevelopment in the short- and long-term.

GOALS

Sustainable Economic Development. Redevelopment should focus on a mix of housing, commercial, and recreational uses to create a "working waterfront." This mix of industry and amenities is optimal for creating a space to attract development and drive jobs back to the city.

OBJECTIVES

- **Old Portland Road/Gable Road.** A realignment of this intersection and installation of a traffic signal to encourage motorists to use McNulty Way rather than Old Portland Road to travel between US 30 and the Riverfront District and waterfront redevelopment area.
- **Old Portland Road/Plymouth Street.** A realignment of Old Portland Road and Plymouth Street, or installation of a roundabout, to provide better visibility and accommodate delivery vehicles.

- **Old Portland Road/Millard Road.** Increase the turning radius in the northeast corner of the intersection to accommodate the swept path of large vehicles turning from Old Portland Road onto Millard Road.
- **Plymouth Improvements.** The segment of Plymouth Street, located between S. 6th Street and the Veneer Property, is relatively narrow due to embankments on the north and south sides of the roadway, as well as the waste-water treatment area and associated facilities on the south side of the roadway.
- **Pedestrian/bicyclist enhancements.** Increased pedestrian activity and bicycle activity are anticipated along the roadway corridor as the Veneer Property redevelops and connectivity to the Riverfront District is improved. Improvements could include a shoulder, a bicycle lane, a sidewalk, and landscaping.

The Framework Plan provides general guidelines³ for developing the property and outlines important site elements like the waterfront greenway trail. Each of these elements will be further studied and refined as part of future design and engineering processes:

- *Extension of South 1st Street south into the property, with a similar right-of-way (ROW) width of 80 feet.*
- *Connection of this South 1st Street extension through the property to a future southern entrance to the property, where Plymouth Street currently terminates as also identified in the City's Transportation System Plan (2011).*
- *Extension of The Strand south into the property, at a ROW width of 70 feet.*
- *New east-west connection between the extensions of South 1st Street and The Strand (known as 1st and Strand connector) with a ROW width of 70 feet. This new east-west portion of The Strand will be in direct alignment with the street grid in the Nob Hill neighborhood.*
- *An effective grid of streets or access ways radiating from South 1st Street, providing regular gaps in development to allow public riverfront access and views. The southernmost access way should be aligned with a view of Mt. Hood from the property and from the adjacent bluffs.*
- *Realignment and improvement of the existing stairs that currently extend from the east end of Tualatin Street down toward South 1st Street and the Veneer Property.*
- *Formation of large new development parcels accessed from this grid of new streets and access ways.*
- *Dedication of a significant new greenway open space along the entire length of the property's Columbia River frontage.*
- *An extension or enlargement of the existing Columbia View Park to the south, creating a contiguous park that allows for growth in programmed activities at the park and potential growth of play areas or active sports.*

³ Waterfront Framework Plan, page 22

- *A continuous trail through this greenway, from Columbia View Park to the southern end of the Veneer Property at Frogmore Slough, with potential for further extension over an existing rail trestle to the BWP Property.*
- *Restoration of the riverbank associated with the new greenway.*
- *Protection and restoration of the steep slopes and cliffs that form the property's western boundary, including portions of Nob Hill Nature Park.*

RELEVANCY TO URBAN RENEWAL PLAN

Many of the goals and objectives of the Waterfront Redevelopment Plan are directly addressed by projects to be funded through the Plan. The Framework Plan's focus on economic development shows in the desired uses on the site, which includes a mix of housing, commercial, and recreational uses for the waterfront property. The infrastructure projects that are included in the Plan include an extension of First Street and The Strand to facilitate access onto the property, to facilitate an enlargement of Columbia View Park, and to facilitate the creation of a trail from the park to the southern end of Frogmore Slough. These projects will increase the attractiveness of the site, spur use and investment, and generally improve the quality of life for the residents of St. Helens.

9.3. US 30 and Columbia/St. Helens Corridor Master Plan (2015)

The purpose of the Corridor Master Plan is to articulate a plan for the U.S. 30, Columbia Boulevard/St Helens Street, and the Riverfront District that reflects the community's vision of how those areas should develop in the future, as well as to determine how the improvements should be implemented. The Corridor Master Plan's focus on how the major streets and intersections in the study areas are designed and improved over time to ensure that vehicles, bicyclists and pedestrians have ready access to local businesses and can travel safely and comfortably within and between these different parts of town.

GOALS

U.S. 30 CORRIDOR SEGMENT

Highway 30 will provide safe, convenient access to local businesses along the highway, while balancing that with state goals for traffic mobility. The appearance of the highway will be improved over time to enhance landscaping and other elements that will make it a more attractive place for people to travel by car, bicycle, walking or transit. Key intersections such as at Gable Road, Columbia Boulevard and St. Helens Street will be improved to enhance safety for all types of travel and to create attractive, clearly recognizable gateways to other parts of St. Helens, helping meet the community's goals for economic revitalization in those areas.

COLUMBIA BOULEVARD/ST. HELENS STREET SEGMENT

Columbia Boulevard and St. Helens Street will provide safe, convenient travel to access the Houlton Business District area, Riverfront District, and adjacent neighborhoods by drivers, bicyclists and pedestrians. These streets will provide good access to local businesses and be

attractively designed to help draw people to the area and enhance their shopping and travel experiences. Street designs will incorporate opportunities for landscaping, public art and signage that will direct people to the Houlton area and Riverfront District. Designs will recognize physical conditions and constraints, be cost-effective and build on natural and cultural features and other opportunities in the area.

OVERALL PROJECT GOALS

Create “streetscape” plans for the US 30 and Columbia Boulevard/St. Helens Street corridors that reflect the community’s vision for appearance and function.

Improve the aesthetics and function of the corridors to attract business and investment, provide better access, direction and signage to the Houlton and Riverfront District areas, and improve desirability.

OBJECTIVES

GUIDING PRINCIPLES: Economy and Business Support

- *Develop planning design and implementation standards to revitalize businesses and business districts in the planning area.*
- *Ensure that customers, employees and others have good access to local businesses, including through on-street parking.*
- *Ensure that proposed solutions and projects are cost-effective and make efficient use of limited resources.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan meets the defined goals and objectives of the Corridor Master Plan by allocating funds for infrastructure projects that will support the revitalization of the downtown business district, while improving the design and function of Columbia Boulevard/St. Helens Street and U.S. 30, providing better access, direction, and signage to the Houlton and Riverfront District areas, and improving the overall desirability of the Area. These projects include improved signage, plantings, crosswalk striping, curb extensions, pedestrian scale lighting, and sidewalk amenities, such as benches and paving enhancements at several priority intersections, including Gable Road.

9.4. Parks and Trails Master Plan (2015)

The purpose of the Parks and Trails Master Plan was to identify the current needs within the parks and trails system through a stakeholder engagement process and to prioritize the identified needs based on community input and funding availability. As funds become available, the capital improvement component of the Parks and Trails Master Plan can guide investment decisions and help to target specific funding methods (like State and Federal grants).

GUIDING STATEMENTS

Land use and waterfront development are critical to the *“City’s economic development strategy and virtually every planning document related to economic activity have recognized the importance of the waterfront to revitalizing the community and building a new, sustainable economy.”*

The waterfront property *“furthers the ability to create new physical connections that improve transportation linkages, as well as open space and trail opportunities. Both potential property transactions should be considered as much as possible when developing trail routes, parkland improvements, and projects that increase public waterfront access.”*

SELECTED RECOMMENDATIONS

Nob Hill Nature Park: Install a covered kiosk.

Columbia View Park: Expand and further develop park on ex-industrial land. Create a stage meant for live music and improve the existing gazebo to better accommodate events.

St Helens Riverfront Trail: Regional trail along riverfront that would connect Columbia View Park to Nob Hill Nature Park trail network.

RELEVANCY TO URBAN RENEWAL PLAN

Specifically, the Parks and Trails Master Plan calls out the need for the expansion of Columbia View Park and the development of the St. Helens Riverfront Trail connecting Columbia View Park and Nob Hill Nature Park, both of which are included in the Plan. The Plan meets the goals of the Parks and Trails Master Plan by investing funds into the development of walking trails, bike paths, and open space in a concerted effort to increase recreational development and public access to the waterfront.

9.5. St. Helens Transportation System Plan (2014)

The purpose of the Transportation System Plan (TSP) is to guide the management and implementation of the transportation facilities, policies, and programs in St. Helens. The TSP reflects the community’s vision, while remaining consistent with state and other local plans and policies. The TSP also provides the necessary elements for adoption as the transportation element of the City’s Comprehensive Plan. In addition, the TSP provides ODOT and Columbia County with recommendations that can be incorporated into their respective planning efforts.

GOALS

- a) *To develop and maintain transportation facilities for moving people and goods that are:*
 - I. *Responsive to the needs and preferences of citizens, business and industry;*
 - II. *Suitably integrated into the fabric of the urban community; and*
 - III. *Safe, economical and convenient to use.*

- b) To reduce existing congestion and prevent future congestion so that both crashes and travel time will be reduced.*
- d) To develop, maintain, and support a multi-modal transportation network that supports economic viability.*
- e) To ensure that streets can accommodate the future needs of cyclists, pedestrians, transit users, emergency response vehicles, and motorists.*
- h) To increase appropriate walking and bicycling opportunities.*
- j) To coordinate transportation and other improvements to roadways such as utilities, water and sewer lines and other infrastructure to minimize impacts on road users.*

OBJECTIVES

Safety and Efficiency Policies

- d) Support and adopt by reference street projects listed in the Six-Year Statewide Transportation Improvement Program (STIP); specifically, consider new left turn lanes, traffic signals and/or interchanges on US 30, where feasible and consistent with state planning guidelines, standards and policies.*
- g) Work with the railroad owners and operators to improve the safety at railroad crossings.*
- h) Support the eventual closure of the St. Helens Yard and the interim efforts of the Portland & Western Railroad to place fencing between the rail yard and US 30.*
- n) Follow good access management techniques on all roadway systems within the city.*

Non-motorized and Transit Modes Policies

- p) Develop a plan for walking trails.*
- q) Maintain, implement, and update the City's bikeway plan.*
- r) Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secured bicycle parking.*
- s) Promote safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.*
- t) Improve and expand walkways to existing and planned schools, parks, senior residential areas, and commercial areas. In particular, improve pedestrian and bicycle connectivity (including wayfinding to points of interest) between the US 30 and Columbia Boulevard/St. Helens Street corridors and adjacent open spaces and parks, trail and bicycle networks, transit stops, and neighborhoods; see US 30 & Columbia Boulevard/St. Helens Street Corridor Master Plan.*

Economic Development Policies

- y) Improve rail and water connections to enhance and provide economic opportunity.*
- z) Maintain a road and multimodal transportation network that contributes to the viability of existing commercial areas.*

Natural Resources and Recreation Policies

- cc) Develop a multi-modal transportation system that avoids reliance upon one form of transportation as well as minimizes energy consumption and air quality impacts.*
- dd) Encourage development patterns that decrease reliance on single occupancy vehicles.*
- ee) Minimize and mitigate the adverse impacts that transportation-related construction has on the natural environment, including impacts to wetlands, estuaries, and other wildlife habitat.*
- ff) Identify opportunities for integrating sustainable design strategies into streetscape design and implement them where appropriate.*
- gg) Maintain and enhance access to parks and recreational and scenic resources. Look for opportunities to connect these community resources through pedestrian and bicycle trails.*
- ii) Create a trail system along the waterfront that will provide access to the river, and connect existing and potential waterfront parks and amenities.*

Community Policies

- jj) Design, enhance, and maintain safe and secure access between residential neighborhoods and community gathering areas such as, parks, schools, public plazas, and natural areas.*
- kk) Provide transportation improvements that protect the area's historical character and neighborhood identity.*
- ll) Require new development to include pedestrian, bicycle, and transit-supportive improvements within the right-of-way in accordance with adopted city policies and standards.*
- mm) Balance the need for local access and traffic calming with through-traffic and emergency vehicle movements (particularly in the US 30 corridor).*

Planning and Funding Policies

- nn) Coordinate and cooperate with neighboring cities, Columbia County, ODOT, and other transportation agencies to develop and fund transportation projects that benefit the city, region, and the State.*
- oo) Plan for an economically viable and cost-effective transportation system.*
- pp) Evaluate new innovative funding sources for transportation improvements.*
- rr) Build a transportation network that can be adequately maintained; ensure continued maintenance consistent with City of St. Helens standards and policies.*

RELEVANCY TO URBAN RENEWAL PLAN

The Plan meets the goals and objectives of the Transportation System Plan by funding projects that will help develop and maintain transportation facilities that will be responsive to the stated needs and preferences of St. Helens' residents, businesses, and industries, as determined through the Framework Plan and Corridor Master Planning processes. Specifically, streets will be connected and intersections will be improved to better accommodate traffic onto the

waterfront. The Plan funds projects that will develop and support a multi-modal transportation network, by including bike paths and walking infrastructure (See **Section 2. Urban Renewal Projects and Activities**). The Plan also supports projects that will enhance the viability of commercial areas by improving wayfinding and access.

9.6. Waterfront Development Prioritization Plan (2011)

This purpose of the Waterfront Development Prioritization Plan was to further past efforts for waterfront planning, given the City's recognition that its waterfront is a valuable and unique asset of the community. The plan envisions a "living riverfront" and identifies and prioritizes projects to promote a waterfront where the community and live, work and play. Waterfront access and projects benefitting the public are emphasized.

SELECTED RECOMMENDATIONS

Trail from Columbia County Courthouse to Frogmore Slough: *Create a trail system along the waterfront that will provide access to the river, and connect existing and potential waterfront parks and amenities. Enhance recreational (e.g., walking, hiking and biking) and education (e.g., wildlife observation) opportunities for City residents, create a destination, and enhance the [Riverfront District's] sense of place.* Note that Frogmore Slough is a historic name for the current locate of the City's wastewater treatment lagoon. This is identified as a high priority improvement.

Develop New Waterfront Park: *Develop new waterfront park and public access at the end of Plymouth Street. Enhance recreational (as associated with a park) and education (e.g., wildlife observation) opportunities for City residents, create a destination for visitors, and protect/restore natural resources to support this use.* This is identified as a moderate priority improvement.

Improve Appearance of the Wastewater Treatment Plant Perimeter: *Enhance the appearance of the Wastewater Treatment Plant area perimeter along Plymouth and S. 6th Streets, as a gateway to the waterfront in this area.* This is identified as a moderate priority improvement.

New Boat Ramp at the End of Plymouth Street: *Enhance recreational (e.g., river activities) for City residents, create a recreation destination for visitors, and protect/restore natural resources to support this use.* This is identified as a moderate priority improvement.

RELEVANCY TO URBAN RENEWAL PLAN

The Plan facilitates projects that have been largely incorporated in later plans, including the 2016 Waterfront Framework Plan (addressed above). These projects include: the waterfront trail and gateway along Plymouth Street, a public greenspace, and a potential marina towards the south end of the Veneer Property that would include a boat ramp or comparable amenity.

9.7. Towards Sustainable Tourism Plan (2007)

The purpose of the Towards Sustainable Tourism Plan is to create a community based plan to define and promote asset-based tourism and to set the course for how the region should create diverse economic opportunities; protect and strengthen natural and cultural resources; and enhance livability through the development of tourism. Since the Columbia River is the defining feature of the Riverfront District, this planning effort focused on river access and linkages between the Riverfront District and the city owned Sand Island Marine Park.

RELEVANCY TO URBAN RENEWAL PLAN

GOAL A: Create better connectivity with the Columbia River, one of the region's most valuable assets. Priority strategies include:

- 1) *Enlarge signage on the Columbia River Highway from the south and add signage on the north end. Signage will be artistic and it will include important words such as "historical" and "river front"*
- 2) *Design and construct new St. Helens signage on river front*
- 3) *Design and construct a new visitor information kiosk on dock (next to Seaman) highlighting business, artisans, art & history information*
- 4) *Make better use of existing events on the river and create new events!*

GOAL B: Increase the visibility of what South Columbia County has to offer in the state, region, and country and cross-promote with partners in the region. Develop marketing strategies to highlight our robust downtown centers, inter-connected trail system, local events, and our natural and cultural history. Priority strategies include:

- 1) *Enhance and build out the existing tourism website*
- 2) *Signage: Fix the existing courthouse dock signage and create a new informational kiosk*
- 3) *Education & Outreach: Improve the existing Chamber publication (brochure)*

GOAL C: Create vibrant, robust downtown centers in the region that boast green businesses featuring local talents and products. Priority strategies include:

- 1) *Create a consistent downtown "Olde Town" [now known as "Riverfront District" per Resolution No. 1687] theme with in-laid sidewalks, uniform lamps, benches and planters*
- 2) *Develop an artisan mall to showcase local artists offering art classes, information kiosks, and walking studio tours.*
- 3) *Transportation from Highway 30 to the docks/Olde Town ["Riverfront District"]*

GOAL D: Create a highly visible network of inter-connected trail systems for road cyclists, mountain bikers, hikers, horseback riders, and birders. Priority strategies include:

- 1) Determine and map possible trail networks that could stem off of the Crown-Zellerbach trail*
- 2) Develop a “Bay Front” trail from St. Helens to Scappoose Bay Marina (floating trail)*
- 3) Develop the Dike (Scappoose) as a bicycle trail with interpretive nature signs (birds)*

GOAL E: Determine the theme or “hook” that sets our region apart from the rest.

GOAL F: Develop Sand Island as a unique green public gathering destination within the region.

GOAL G: Create a handful of unique, new events and/or festivals that would draw large numbers of people year after year from outside the region and expose them to what the region has to offer. Increase the visibility of existing local events and festivals for broader participation.

GOAL H: Increase access to our unique cultural and natural history. Find ways of preserving both.

RELEVANCY TO URBAN RENEWAL PLAN

The Plan supports the goals and objectives of the Tourism Plan by providing funding for wayfinding projects, including new signage and kiosks to direct visitors to local amenities and the Riverfront District. The Plan allocates funds to storefront improvement programs to increase the attractiveness of the historic façades. The Plan will also fund improvements to transportation access from Highway 30 to the waterfront and the Riverfront District. The Plan also provides funding for the development of a series of walking trails and bike paths to facilitate access to the waterfront.

Disclaimer

ECONorthwest worked with the City of St. Helens to develop the content of this Plan. The St. Helens Urban Renewal Plan (Plan) and Report accompanying the Plan (Report) received legal review to ensure compliance with Oregon's legal and statutory framework for urban renewal plans. The staff at ECONorthwest prepared this plan based on their knowledge of urban renewal, as well as information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECONorthwest has not independently verified the accuracy of all such information and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

ECONorthwest provides this financial analysis in our role as a consultant to the City of St. Helens for informational and planning purposes only. Specifically: (a) ECONorthwest is not recommending an action to the municipal entity or obligated person; (b) ECONorthwest is not acting as an advisor to the municipal entity or obligated person and does not owe a fiduciary duty pursuant to Section 15B of the Exchange Act to the municipal entity or obligated person with respect to the information and material contained in this communication; (c) ECONorthwest is acting for its own interests; and (d) the municipal entity or obligated person should discuss any information and material contained in this communication with any and all internal or external advisors and experts that the municipal entity or obligated person deems appropriate before acting on this information or material.

10. Appendices

Appendix A: Legal Description



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EXHIBIT A

Urban Renewal Area St. Helens, Oregon

A tract of land and road right-of-ways located in Sections 3, 4, 5, 8, 9, and 10, Township 4 North, Range 1 West, and Section 34, Township 5 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon, and being more particularly described as follows:

Beginning at the most northerly corner of Block 6 of the plat "Georgetown", also being on the southwesterly right-of-way line of Howard Street, located in the Northwest One-Quarter of Section 4, Township 4 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon (Assessor's Map 04 01 04 BD):

1. Thence along said southwesterly right-of-way line, Southeasterly 314 feet, more or less, to the northwesterly right-of-way line of Columbia River Highway (US 30) (Assessor's Map 04 01 04 BD);
2. Thence leaving said northwesterly right-of-way line, Easterly 196 feet, more or less, to the northwesterly corner of Document Number 2015-008660, also being on the southeasterly right-of-way line of Portland & Western Railroad (Assessor's Map 04 01 04 BD);
3. Thence along the northerly line of said deed, Easterly 73 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 04 BD);
4. Thence along the easterly line of said deed, Southerly 125 feet, more or less, to the southeasterly corner of said deed (Assessor's Map 04 01 04 BD);
5. Thence along the southerly line of said deed, Westerly 15 feet, more or less, to the northeasterly corner of Document Number 2012-008726 (Assessor's Map 04 01 04 BD);
6. Thence along the easterly line of said deed, Southerly 77 feet, more or less, to the southeasterly corner of said deed (Assessor's Map 04 01 04 BD);
7. Thence along the southerly line of said deed, Westerly 20 feet, more or less, to the northwesterly corner of Document Number 2016-006289 (Assessor's Map 04 01 04 BD);
8. Thence along the westerly line of said deed, Southerly 280 feet, more or less, to the southwesterly corner of said deed, also being on the northerly line of the plat "Midway Lots" (Assessor's Map 04 01 04 BD);
9. Thence along said northerly line, Easterly 435 feet, more or less, to the northwesterly corner of Document Number 2013-003735 (Assessor's Map 04 01 04 BD);
10. Thence along the northerly line of said deed, Easterly 63 feet, more or less, to the northeasterly corner of said deed, also being on the westerly right-of-way line of N 18th Street (Assessor's Map 04 01 04 BD);
11. Thence leaving said westerly right-of-way line, Northeasterly 133 feet, more or less, to the southwesterly corner of Lot 4, Block 144 of the plat "St. Helens" (Assessor's Map 04 01 04 BD);

12. Thence along the southerly line of said Lot 4, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 4 (Assessor's Map 04 01 04 BD);
13. Thence along the easterly line of said Lot 4 and the northerly extension thereof, Northerly 174 feet, more or less, to the northwesterly corner of Lot 17 of said Block 144 (Assessor's Map 04 01 04 BD);
14. Thence along the northerly line of said Lot 17, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 17, also being on the westerly right-of-way line of N 17th Street (Assessor's Map 04 01 04 BD);
15. Thence along said westerly right-of-way line, Southerly 116 feet, more or less, to the southeasterly corner of Lot 18 of said Block 144 (Assessor's Map 04 01 04 BD);
16. Thence leaving said westerly right-of-way line, Southeasterly 148 feet, more or less, to the easterly right-of-way line of N 17th Street, also being on a line that is parallel with and 9 feet southerly of the northerly line of Lot 2, Block 139 of said plat (Assessor's Map 04 01 04 BD);
17. Thence along said parallel line, Easterly 100 feet, more or less, to the easterly line of said Lot 2 (Assessor's Map 04 01 04 BD);
18. Thence along said easterly line, Northerly 9 feet, more or less, to the northwesterly corner of Lot 21 of said Block 139 (Assessor's Map 04 01 04 BD);
19. Thence along the north line of said Lot 21, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 21, also being on the westerly right-of-way line of N 16th Street (Assessor's Map 04 01 04 BD);
20. Thence leaving said westerly right-of-way line, Northeasterly 99 feet, more or less, to the northwesterly corner of Lot 3, Block 128 of said plat (Assessor's Map 04 01 04 AC);
21. Thence along the northerly line of said Lot 3 and the easterly extension thereof, Easterly 200 feet, more or less, to the northeasterly corner of Lot 20 of said Block 128, also being on the westerly right-of-way line of N 15th Street (Assessor's Map 04 01 04 AC);
22. Thence leaving said westerly right-of-way line, Southeasterly 99 feet, more or less, to the northwesterly corner of Lot 2, Block 123 of said plat, also being the southwest corner of Document Number 1998-011310 (Assessor's Map 04 01 04 AC);
23. Thence along the southerly line of said deed, Northeasterly 115 feet, more or less, to the westerly line of Lot 20 said Block 123 (Assessor's Map 04 01 04 AC);
24. Thence along said westerly line, Southerly 40 feet, more or less, to the southwest corner of said Lot 20 (Assessor's Map 04 01 04 AC);
25. Thence along the southerly line of said Lot 20, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 20, also being on the westerly right-of-way of N 13th Street (Assessor's Map 04 01 04 AC);
26. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the northeasterly corner of Lot 22 of said Block 123 (Assessor's Map 04 01 04 AC);
27. Thence along the easterly extension of the northerly line of said Lot 22, Easterly 280 feet, more or less, to the northeasterly corner of Lot 22, Block 112 of said plat, also being on the westerly right-of-way line of N 13th Street (Assessor's Map 04 01 04 AC);

28. Thence leaving said westerly right-of-way line, Northeasterly 139 feet, more or less, to the northwesterly corner of Lot 3, Block 107 of said plat (Assessor's Map 04 01 04 AC);
29. Thence along the northerly line of said Lot 3 and the easterly extension thereof, Easterly 200 feet, more or less, to the southeasterly corner of Lot 19 of said Block 107, also being on the westerly right-of-way line of N 12th Street (Assessor's Map 04 01 04 AC);
30. Thence leaving said westerly right-of-way line, Northeasterly 203 feet, more or less, to a point on the easterly right-of-way line of North 12th Street, which bears northerly 12 feet from the northwesterly corner of Lot 6, Block 96 of said plat (Assessor's Map 04 01 04 AB);
31. Thence along a line parallel with and 12 feet northerly of the northerly line of said Lot 6, Easterly 100 feet, more or less, to the north-south centerline of said Block 96 (Assessor's Map 04 01 04 AB);
32. Thence along said north-south centerline, Northerly 120 feet, more or less, to a point which bears northerly 16 feet from the northwesterly corner of Lot 14 of said Block 96, also being the southwesterly corner of Document Number 1995-010731 (Assessor's Map 04 01 04 AB);
33. Thence along the southerly line of said deed, Easterly 100 feet, more or less, to the southeasterly corner of said deed, also being on the westerly right-of-way line of N 11th Street (Assessor's Map 04 01 04 AB);
34. Thence leaving said westerly right-of-way line, Northeasterly 178 feet, more or less, to the northwesterly corner of Block 91 of said plat, also being the intersection of the easterly right-of-way line of N 11th Street and the southerly right-of-way line of Willamette Street (Assessor's Map 04 01 04 AA);
35. Thence along said southerly right-of-way line, Easterly 290 feet, more or less, to the northwesterly corner of Block 80 of said plat (Assessor's Map 04 01 04 AA);
36. Thence leaving said southerly right-of-way line, Northeasterly 215 feet, more or less, to the southeasterly corner of Block 79 of said plat, also being the intersection of the westerly right-of-way line of N 9th Street and the northerly right-of-way line of Willamette Street (Assessor's Map 04 01 04 AA);
37. Thence Northeasterly 141 feet, more or less, to the southwesterly corner of Lot 3, Block 76 of said plat, also being on the easterly right-of-way line of N 9th Street (Assessor's Map 04 01 04 AA);
38. Thence along the southerly line of said Lot 3 and the easterly extension thereof, Easterly 660 feet, more or less, to the southwesterly corner of Lot 20, Block 60 of said plat (Assessor's Map 04 01 04 AA);
39. Thence along the westerly line of said Lot 20, Northerly 58 feet, more or less, to the northwesterly corner of said Lot 20 (Assessor's Map 04 01 04 AA);
40. Thence along the northerly line of said Lot 20 and the easterly extension thereof, Easterly 280 feet, more or less, to the northeasterly corner of Lot 3, Block 47 of said plat (Assessor's Map 04 01 03 BB);
41. Thence along the easterly line of said Lot 3, Southerly 58 feet, more or less, to the northwesterly corner of Lot 21 of said Block 47 (Assessor's Map 04 01 03 BB);

42. Thence along the northerly line of said Lot 21 and the easterly extension thereof, Easterly 560 feet, more or less, to the southwesterly corner of Lot 20, Block 31 of said plat, also being the most westerly corner of Document Number 2015-002572 (Assessor's Map 04 01 03 BB);
43. Thence along the northwesterly line of said deed, Northeasterly 101 feet, more or less, to the northerly line of said Lot 20 (Assessor's Map 04 01 03 BB);
44. Thence along said northerly line, Easterly 30 feet, more or less, to the northeasterly corner of said Lot 20, also being on the westerly right-of-way line of N 3rd Street (Assessor's Map 04 01 03 BB);
45. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the southeasterly corner of said Lot 20 (Assessor's Map 04 01 03 BB);
46. Thence leaving said westerly right-of-way line along the easterly extension of the southerly line of said Lot 20, Easterly 359 feet, more or less, to the northwesterly corner of Lot 2, Block 16 of said plat, also being on the easterly right-of-way line of N 2nd Street (Assessor's Map 04 01 03 BB);
47. Thence along said easterly right-of-way line, Northerly 29, more or less, to a point which bears northerly 29 feet from said northwesterly corner of Lot 2, also being the southwesterly corner of Document Number 2002-012148 (Assessor's Map 05 01 34 CC);
48. Thence along the southerly line of said deed and the easterly extension thereof, Easterly 280 feet, more or less, to the easterly right-of-way line of N 1st Street (Assessor's Map 05 01 34 CD);
49. Thence along said easterly right-of-way line, Northerly 573 feet, more or less, to the southwesterly corner of Block 14 of said plat, also being on the northwesterly right-of-way line of Wyeth Street (Assessor's Map 05 01 34 CC);
50. Thence along said northwesterly right-of-way line, Northeasterly 219 feet, more or less, to the southeasterly corner of Lot 14 of said Block 14, also being on the westerly right-of-way line of N River Street (Assessor's Map 05 01 34 CC);
51. Thence leaving said northwesterly right-of-way line and said westerly right-of-way line, Northeasterly 80 feet, more or less, to the intersection of the westerly extension of the southerly line of Lot 4, Block 1 of said plat and the easterly right-of-way line of N River Street (Assessor's Map 05 01 34 CD);
52. Thence along said easterly right-of-way line, Northerly 357 feet, more or less, to the westerly extension of the northerly line of Lot 9 of said Block 1 (Assessor's Map 05 01 34 CD);
53. Thence along said westerly extension and the northerly line of said Lot 9 and the easterly extension thereof, Easterly 208 feet, more or less, to the ordinary low water line of the Columbia River (Assessor's Map 05 01 34 CD);
54. Thence along said ordinary low water line, Southerly 605 feet, more or less, to the easterly extension of the southerly right-of-way line of Wyeth Street (Assessor's Map 05 01 34 CD);
55. Thence along said easterly extension, Westerly 104 feet, more or less, to the ordinary high water line of the Columbia River (Assessor's Map 05 01 34 CD);
56. Thence along said ordinary high water line, Southerly 949 feet, more or less, to the easterly extension of the northerly right-of-way line of Columbia Boulevard (Assessor's Map 05 01 34 CD);

57. Thence along said easterly extension, Easterly 99 feet, more or less, to the ordinary low water line of the Columbia River (Assessor's Map 05 01 34 CD);
58. Thence along said ordinary low water line, Southerly 80 feet, more or less, to the easterly extension of the southerly right-of-way line of Columbia Boulevard (Assessor's Map 04 01 03 BA);
59. Thence along said easterly extension, Westerly 106 feet, more or less, to the ordinary high water line (Assessor's Map 04 01 03 BA);
60. Thence along said ordinary high water line, Southerly 456 feet, more or less, to the northerly line of the plat "Replat of Lots 5 Through 15 Yacht's Landing Planned Unit Development" (Assessor's Map 40103BA D1);
61. Thence along said northerly line, Easterly 74 feet, more or less, to the easterly line of said plat (Assessor's Map 40103BA D1);
62. Thence along said easterly line, Southerly 316 feet, more or less, to the southeast corner of said plat (Assessor's Map 40103BA D1);
63. Thence along the easterly extension of the southerly line of said plat, Easterly 104 feet, more or less, to the ordinary low water line of the Columbia River (Assessor's Map 04 01 03 BA);
64. Thence along said ordinary low water line, Southerly 8,303 feet, more or less, to the northerly line of Parcel 2 of Partition Plat 2009-017 (Assessor's Map 04 01 09 00);
65. Thence along said northerly line and the westerly extension thereof, Westerly 604 feet, more or less, to the northwesterly right-of-way line of Portland & Western Railroad (Assessor's Map 04 01 09 00);
66. Thence along said northwesterly right-of-way line, Southwesterly 2,413 feet, more or less, to the southwesterly extension of the northwesterly right-of-way line of Milton Way (Assessor's Map 04 01 09 00);
67. Thence along said southwesterly extension and said northwesterly right-of-way line, Northeasterly 296 feet, more or less, to the southerly corner of Lot 10, Block 5 of the plat "South St. Helens Addition" (Assessor's Map 04 01 09 BD);
68. Thence along the southwesterly line of said Lot 10, Northwesterly 66 feet, more or less, to the westerly corner of said Lot 10 (Assessor's Map 04 01 09 BD);
69. Thence along the northwesterly line of said Lot 10, Northeasterly 100 feet, more or less, to the northerly corner of said Lot 10, also being on the southwesterly right-of-way line of Morris Avenue (Assessor's Map 04 01 09 BD);
70. Thence along said southwesterly right-of-way line, Southeasterly 78 feet, more or less, to the easterly corner of said Lot 10, also being on the northwesterly right-of-way line of Milton Way (Assessor's Map 04 01 09 BD);
71. Thence along said northwesterly right-of-way line, Northeasterly 211 feet, more or less, to the easterly corner of Lot 23, Block 22 of said plat (Assessor's Map 04 01 09 BD);
72. Thence along the northeasterly line of said Lot 23, Northwesterly 143 feet, more or less, to the northerly corner of said Lot 23 (Assessor's Map 04 01 09 BD);
73. Thence along the northwesterly line of said Lot 23, Southwesterly 50 feet, more or less, to the northeasterly line of Lot 26 of said Block 22 (Assessor's Map 04 01 09 BD);
74. Thence along said northeasterly line, Northwesterly 10 feet, more or less, to the northerly corner of said Lot 26 (Assessor's Map 04 01 09 BD);

75. Thence along the northwesterly line of said Lot 26, Southwesterly 100 feet, more or less, to the westerly corner of said Lot 26, also being on the northeasterly right-of-way line of Morris Avenue (Assessor's Map 04 01 09 BD);
76. Thence along said northeasterly right-of-way line, Northwesterly 420 feet, more or less, to the northwesterly right-of-way line of 2nd Street (Assessor's Map 04 01 09 BD);
77. Thence along said northwesterly right-of-way line, Southwesterly 360 feet, more or less, to the easterly corner of Lot 16, Block 7 of said plat (Assessor's Map 04 01 09 BD);
78. Thence along the northeasterly line of said Lot 16, Northwesterly 100 feet, more or less, to the northerly corner of said Lot 16 (Assessor's Map 04 01 09 BD);
79. Thence along the northwesterly line of said Lot 16 and the northwesterly line of Lot 17 of said Block 7, Southwesterly 174 feet, more or less, to the westerly corner of said Lot 17, also being on the northeasterly right-of-way line of Railroad Avenue (Assessor's Map 04 01 09 BD);
80. Thence along said northeasterly right-of-way line, Northwesterly 210 feet, more or less, to the northeasterly extension of the northwesterly line of Document Number 2003-009772 (Assessor's Map 04 01 09 00);
81. Thence along said northeasterly extension and the northwesterly line of said deed, Southwesterly 178 feet, more or less, to the westerly line of said deed (Assessor's Map 04 01 09 00);
82. Thence along said westerly line, Southerly 499 feet, more or less, to the southwesterly line of said deed, also being Reference Point 'A' (Assessor's Map 04 01 09 00);
83. Thence along the southerly extension of said westerly line, South 04°02'23" East 662.12 feet, more or less, (Assessor's Map 04 01 09 00);
84. Thence South 64°44'13" East 274.92 feet, more or less, (Assessor's Map 04 01 09 00);
85. Thence South 26°06'50" West 473.32 feet, more or less, (Assessor's Map 04 01 09 00);
86. Thence South 69°56'25" West 531.11 feet, more or less, (Assessor's Map 04 01 09 00);
87. Thence South 37°07'43" West 275.85 feet, more or less, (Assessor's Map 04 01 09 00);
88. Thence South 75°36'03" West 647.38 feet, more or less, (Assessor's Map 04 01 09 00);
89. Thence North 16°49'15" West 390.92 feet, more or less, (Assessor's Map 04 01 09 00);
90. Thence North 10°13'20" East 172.18 feet, more or less, (Assessor's Map 04 01 09 00);
91. Thence North 27°41'25" East 759.17 feet, more or less, (Assessor's Map 04 01 09 00);
92. Thence North 14°13'34" East 266.27 feet, more or less, (Assessor's Map 04 01 09 00);
93. Thence North 16°13'10" West 177.26 feet, more or less, (Assessor's Map 04 01 09 00);

94. Thence North 50°51'37" East 196.23 feet, more or less, (Assessor's Map 04 01 09 00);
95. Thence South 89°12'40" East 667.47 feet, more or less, to Reference Point 'B' on a line parallel with and 100 feet westerly of the westerly line of said deed, which bears South 85°57'36" West 100.00 feet from Reference Point 'A' (Assessor's Map 04 01 09 00);
96. Thence along said parallel line, Northerly 623 feet, more or less, to the southwesterly extension of the centerline of vacated 4th Street (Assessor's Map 04 01 09 00);
97. Thence along said southwesterly extension and the centerline of vacated 4th Street, Northeasterly 678 feet, more or less, to the centerline of vacated Morris Avenue (Assessor's Map 04 01 09 BD);
98. Thence along said centerline and the centerline of Morris Avenue, Northwesterly 810 feet, more or less, to the northwesterly right-of-way line of 7th Street (Assessor's Map 04 01 09 BA);
99. Thence along said northwesterly right-of-way line, Southwesterly 390 feet, more or less, to the southerly corner of Block 12 of said plat, also being on the northeasterly right-of-way line of Railroad Avenue (Assessor's Map 04 01 09 BA);
100. Thence along said northeasterly right-of-way line, Northwesterly 241 feet, more or less, to the westerly corner of said Block 12, also being on the southeasterly right-of-way line of Old Portland Road (Assessor's Map 04 01 09 BA);
101. Thence along said southeasterly right-of-way line, Southwesterly 138 feet, more or less, to the southwesterly right-of-way line of Portland & Western Railroad (Assessor's Map 04 01 09 00);
102. Thence leaving said southeasterly right-of-way line and said southwesterly right-of-way line, Westerly 110 feet, more or less, to the intersection of the northwesterly right-of-way line of Old Portland Road and the southerly right-of-way line of Gable Road (Assessor's Map 04 01 09 BB);
103. Thence along said southerly right-of-way line, Westerly 1,910 feet, more or less, to the northeasterly corner of Document Number 2004-006124 (Assessor's Map 04 01 08 AD);
104. Thence along the easterly line of said deed, Southerly 183 feet, more or less, to the southeasterly corner of said deed, also being on the northerly line of Lot 1 of the plat "McNulty Industrial Park - Phase One" (Assessor's Map 04 01 08 AD);
105. Thence along said northerly line, Westerly 313 feet, more or less, to the southeasterly line of Parcel 2 of Partition Plat 1995-004 (Assessor's Map 40108A0);
106. Thence along said southeasterly line, Southwesterly 711 feet, more or less, to the southwesterly corner of Parcel 3 of said plat (Assessor's Map 40108A0);
107. Thence along the southerly line of said Parcel 2, Westerly 278 feet, more or less, to the southwesterly corner of said Parcel 2 (Assessor's Map 40108A0);
108. Thence along the southwesterly line of said Parcel 2, Northwesterly 345 feet, more or less, to the most westerly corner of said Parcel 2, also being on the southeasterly right-of-way line of Portland & Western Railroad (Assessor's Map 40108A0);
109. Thence leaving said southeasterly right-of-way line, Northwesterly 214 feet, more or less, to the intersection of the northerly right-of-way of Firlok Road and the northwesterly right-of-way line of Columbia River Highway (US 30) (Assessor's Map 40108AC);

110. Thence along said northerly right-of-way line, Westerly 197 feet, more or less, to the northerly extension of the easterly line of Document Number 2008-010186 (Assessor's Map 40108AC);
111. Thence along said northerly extension and the easterly line of said deed, Southerly 233 feet, more or less, to the southeasterly corner of said deed (Assessor's Map 40108AC);
112. Thence along the southerly line of said deed, Westerly 687 feet, more or less, to the southeasterly corner of Document Number 2015-009716 (Assessor's Map 40108AC);
113. Thence along the easterly line of said deed, Northerly 287 feet, more or less, to the northeasterly corner of said deed, also being on the southerly right-of-way line of Firlok Road (Assessor's Map 40108AC);
114. Thence along said southerly right-of-way line, Easterly 39 feet, more or less, to the southwesterly extension of the southeasterly line of Deed Book 104 Page 262 (Assessor's Map 40108AC);
115. Thence along said southwesterly extension and the southeasterly line of said deed and the northeasterly extension thereof, Northeasterly 905 feet, more or less, to the northeasterly right-of-way line of C N Gable Road (Assessor's Map 04 01 08 AB);
116. Thence along said northeasterly right-of-way line, Northwesterly 618 feet, more or less, to the southerly corner of Partition Plat 1999-034 (Assessor's Map 04 01 08 AB);
117. Thence along the southeasterly line of said plat and the northeasterly extension thereof, Northeasterly 634 feet, more or less, to the northerly corner of Document Number 1994-007589 (Assessor's Map 04 01 08 AB);
118. Thence along the northeasterly line of said deed, Southeasterly 284 feet, more or less, to the northwesterly line of Block 4 of the plat "Golf Club Addition" (Assessor's Map 04 01 08 AB);
119. Thence along said northwesterly line, Northeasterly 2 feet, more or less, to the most westerly corner of Document Number 2014-004187 (Assessor's Map 04 01 08 AB);
120. Thence along the northwesterly line of said deed, Northeasterly 410 feet, more or less, to the most northerly corner of said deed, also being on the southwesterly right-of-way line of Sykes Road (Assessor's Map 04 01 08 AB);
121. Thence leaving said southwesterly right-of-way, Northerly 90 feet, more or less, to the southeasterly corner of Document Number 1990-002112, also being on the northeasterly right-of-way line of Sykes Road (Assessor's Map 04 01 05 DD);
122. Thence along said northeasterly right-of-way line, Northwesterly 5 feet, more or less, to the southwesterly corner of said deed (Assessor's Map 04 01 05 DD);
123. Thence along the westerly line of said deed, Northerly 210 feet, more or less, to the northwesterly corner of said deed (Assessor's Map 04 01 05 DD);
124. Thence along the northerly line of said deed, Easterly 80 feet, more or less, to the southeasterly corner of Document Number 2015-001316 (Assessor's Map 04 01 05 DD);
125. Thence along the easterly line of said deed, Northerly 80 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 05 DD);
126. Thence along the northerly line of said deed, Westerly 100 feet, more or less, to the northwesterly corner of said deed, also being on the easterly right-of-way line of Matzen Street (Assessor's Map 04 01 05 DD);

127. Thence along said easterly right-of-way line, Northerly 30 feet, more or less, to the southwesterly corner of Document Number 2003-000984 (Assessor's Map 04 01 05 DD);
128. Thence along the southerly line of said deed, Easterly 100 feet, more or less, to the southeasterly corner of said deed (Assessor's Map 04 01 05 DD);
129. Thence along the easterly line of said deed, Northerly 210 feet, more or less, to the northeasterly corner of said deed, also being on the southerly right-of-way line of South Road (Assessor's Map 04 01 05 DD);
130. Thence leaving said southerly right-of-way, Northwesterly 69 feet, more or less, to the intersection of the northerly right-of-way line of South Road and the easterly right-of-way line of Matzen Street (Assessor's Map 04 01 05 DD);
131. Thence along said easterly right-of-way line, Northerly 610 feet, more or less, to the centerline of McBride Street (Assessor's Map 04 01 05 DD);
132. Thence along said centerline, Easterly 930 feet, more or less, to the southerly extension of the westerly line of Parcel 1 of Partition Plat 1998-005 (Assessor's Map 04 01 05 DA);
133. Thence along said southerly extension and the wester line of said Parcel 1, Northerly 482 feet, more or less, to the northwesterly corner of said Parcel 1, also being on the southerly right-of-way line of Harris Street (Assessor's Map 04 01 05 DA);
134. Thence along said southerly right-of-way line, Easterly 173 feet, more or less, to the northeasterly corner of said Parcel 1, also being on the southwesterly right-of-way line of Vernonia Road (Assessor's Map 04 01 05 DA);
135. Thence leaving said southwesterly right-of-way line, Southeasterly 111 feet, more or less, to the intersection of the northeasterly right-of-way line of Vernonia Road and the southeasterly right-of-way line of Little Street (Assessor's Map 04 01 05 DA);
136. Thence along said southeasterly right-of-way line and the northeasterly extension thereof, Northeasterly 317 feet, more or less, to the southwesterly line of the plat "Little's Subdivision in St. Helens" (Assessor's Map 04 01 04 CB);
137. Thence along said southwesterly line, Southeasterly 37 feet, more or less, to the southeasterly right-of-way line of Little Street (Assessor's Map 04 01 04 CB);
138. Thence along said southeasterly right-of-way line, Northeasterly 765 feet, more or less, to the centerline of Milton Creek (Assessor's Map 04 01 04 CB);
139. Thence along said centerline, Northwesterly 264 feet, more or less, to the most westerly corner of Document Number 2013-004968, also being on the southeasterly right-of-way line of Columbia Boulevard (Assessor's Map 04 01 04 CB);
140. Thence leaving said southeasterly right-of-way line, Northerly 25 feet, more or less, when measured at right angles, to the centerline of Columbia Boulevard (Assessor's Map 04 01 04 BC);
141. Thence along said centerline, Easterly 411 feet, more or less, to the southerly extension of the easterly right-of-way line of Bradley Street (Assessor's Map 04 01 04 BC);
142. Thence along said southerly extension and the easterly right-of-way line of Bradley Street, Northerly 417 feet, more or less, to the northwesterly corner of Document Number 2015-004926 (Assessor's Map 04 01 04 BC);
143. Thence along the northerly line of said deed, Easterly 140 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 04 04 BC);

144. Thence along the easterly line of said deed, Southerly 69 feet, more or less, to the northwesterly corner of Document Number 2017-003401 (Assessor's Map 04 01 04 BC);
145. Thence along the northerly line of said deed, Easterly 148 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 04 BC);
146. Thence along the easterly line of said deed, Southeasterly 158 feet, more or less, to the northwesterly right-of-way line of Kelly Street (Assessor's Map 04 01 04 BC);
147. Thence along said northwesterly right-of-way line, Northeasterly 28 feet, more or less, to the southerly corner of Deed Book 232 Page 815 (Assessor's Map 04 01 04 BC);
148. Thence along the southwesterly line of said deed, Northwesterly 100 feet, more or less, to the westerly corner of said deed, also being on the northwesterly line of the plat "Georgetown" (Assessor's Map 04 01 04 BC);
149. Thence along said northwest line, Northeasterly 994 feet, more or less, to the Point of Beginning (Assessor's Map 04 01 04 BD).

Excepting the following parcels:

Parcel 1:

Beginning at the northwesterly corner of Lot 9, Block 75 of the plat "St. Helens", located in the Northeast One-Quarter of Section 4, Township 4 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon (Assessor's Map 04 01 04 AA):

200. Thence along the northerly line of said Lot 9 and the easterly extension thereof, Easterly 560 feet, more or less, to the northwesterly corner of Lot 9, Block 59 of said plat, also being on the easterly right-of-way line of S 7th Street (Assessor's Map 04 01 04 AA);
201. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwesterly corner of said Lot 9 (Assessor's Map 04 01 04 AA);
202. Thence along the southerly line of said Lot 9, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 9 (Assessor's Map 04 01 04 AA);
203. Thence along the easterly line of said Lot 9, Northerly 58 feet, more or less, to the southwesterly corner of Lot 13 of said Block 59 (Assessor's Map 04 01 04 AA);
204. Thence along the southerly line of said Lot 13 and the easterly extension thereof, Easterly 360 feet, more or less, to the northwesterly corner of Lot 9, Block 43 of said plat, also being on the easterly right-of-way line of S 5th Street (Assessor's Map 04 01 03 BB);
205. Thence along said easterly right-of-way line, Southerly 116 feet, more or less, to the southwesterly corner of Lot 8, Block 43 of said plat (Assessor's Map 04 01 03 BB);
206. Thence along the southerly line of said Lot 8, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 8 (Assessor's Map 04 01 03 BB);
207. Thence along the easterly line of said Lot 8 and the northerly extension thereof, Northerly 116 feet, more or less, to the southwesterly corner of Lot 13 of said Block 43 (Assessor's Map 04 01 03 BB);

208. Thence along the southerly line of said Lot 13 and the easterly extension thereof, Easterly 180 feet, more or less, to the northwesterly corner of Lot 9, Block 32 of said plat, also being on the easterly right-of-way line of S 4th Street (Assessor's Map 04 01 03 BB);
209. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwest corner of said Lot 9 (Assessor's Map 04 01 03 BB);
210. Thence along the southerly line of said Lot 9, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 9 (Assessor's Map 04 01 03 BB);
211. Thence along the easterly line of said Lot 9, Northerly 55 feet, more or less, to a line that is parallel with and 3 feet southerly of the southerly line of Lot 13 of said Block 32 (Assessor's Map 04 01 03 BB);
212. Thence along said parallel line, Easterly 100 feet, more or less, to the westerly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
213. Thence leaving said westerly right-of-way line, Easterly 80 feet, more or less, to the northwesterly corner of Lot 9, Block 27 of said plat, also being on the easterly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
214. Thence along the northerly line of said Lot 9 and the easterly extension thereof, Easterly 480 feet, more or less, to the northeasterly corner of Lot 14, Block 17 of said plat, also being on the westerly right-of-way line of S 1st Street (Assessor's Map 04 01 03 BB);
215. Thence along said westerly right-of-way line, Southerly 389 feet, more or less, to a line which is parallel with and 17 feet northerly of the southerly line of Lot 20 of said Block 17 (Assessor's Map 04 01 03 BA);
216. Thence along said parallel line, Westerly 115 feet, more or less, to a line which is parallel with and 15 feet westerly of the westerly line of said Lot 20 (Assessor's Map 04 01 03 BA);
217. Thence along said parallel line, Northerly 3 feet, more or less, to a line which is parallel with and 20 feet northerly of the southerly line of Lot 3 of said Block 17 (Assessor's Map 04 01 03 BA);
218. Thence along said parallel line, Westerly 85 feet, more or less, to the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BA);
219. Thence leaving said easterly right-of-way line, Westerly 82 feet, more or less, to the southeasterly corner of Lot 20, Block 27 of said plat (Assessor's Map 04 01 03 BB);
220. Thence along the southerly line of said Lot 20, Westerly 100 feet, more or less, to the southwest corner of said Lot 20 (Assessor's Map 04 01 03 BB);
221. Thence along the westerly line of said Lot 20, Northerly 58, more or less, to the southeasterly corner of Lot 4 of said Block 27 (Assessor's Map 04 01 03 BB);
222. Thence along the southerly line of said Lot 4 and the westerly extension thereof, Westerly 380 feet, more or less, to the northwesterly corner of Lot 3, Block 32 of said plat, also being on the easterly right-of-way line of S 4th Street (Assessor's Map 04 01 03 BB);
223. Thence along said easterly right-of-way line, Southerly 326 feet, more or less, to the northwesterly corner of Lot 10, Block 33 of said plat (Assessor's Map 04 01 03 BB);
224. Thence along the northerly line of said Lot 10, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 10 (Assessor's Map 04 01 03 BB);

225. Thence along the easterly line of said Lot 10, Southerly 57 feet, more or less, to the northwesterly corner of Lot 14 of said Block 33 (Assessor's Map 04 01 03 BB);
226. Thence along the northerly line of said Lot 14, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 14, also being on the westerly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
227. Thence leaving said westerly right-of-way line, Southeasterly 131 feet, more or less, to the northwesterly corner of the plat "Anya's Dreams", also being on the easterly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
228. Thence along said easterly right-of-way line, Southerly 171 feet, more or less, to the southwesterly corner of said plat (Assessor's Map 04 01 03 BD);
229. Thence along the southerly line of said plat, Easterly 227 feet, more or less, to the southeasterly corner of said plat, also being on the westerly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
230. Thence leaving said westerly right-of-way line, Easterly 81 feet, more or less, to the northwesterly corner of Lot 4, Block 18 of the plat "St. Helens", also being on the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
231. Thence along said easterly right-of-way line, Southerly 144 feet, more or less, to the northwesterly corner of Document Number 1991-005340 (Assessor's Map 04 01 03 BD);
232. Thence along the northerly line of said deed, Easterly 92 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 03 BD);
233. Thence along the easterly line of said deed and the southerly extension thereof, Southerly 232 feet, more or less, to the southerly right-of-way line of Cowlitz Street (Assessor's Map 04 01 03 BD);
234. Thence along said southerly right-of-way line, Westerly 92 feet, more or less, to the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
235. Thence along said easterly right-of-way line, Southerly 232 feet, more or less, to the northwesterly corner of Lot 7, Block 19 of said plat (Assessor's Map 04 01 03 BD);
236. Thence along the northerly line of said Lot 7, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 7 (Assessor's Map 04 01 03 BD);
237. Thence along the easterly line of said Lot 7 and the southerly extension thereof, Southerly 232 feet, more or less, to the southeasterly corner of Lot 4 of said Block 19 (Assessor's Map 04 01 03 BD);
238. Thence along the southerly line of said Lot 4, Westerly 10 feet, more or less, to a line which is parallel with and 10 feet westerly of the north-south centerline of said Block 19 (Assessor's Map 04 01 03 BD);
239. Thence along said parallel line, Southerly 174 feet, more or less, to the northerly right-of-way line of Tualatin Street (Assessor's Map 04 01 03 BD);
240. Thence along said northerly right-of-way line, Westerly 90 feet, more or less, to the southwesterly corner of said Block 19, also being on the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
241. Thence along said easterly right-of-way line, Southerly 80 feet, more or less, to the northwesterly corner of Block 20 of said plat, also being on the southerly right-of-way line of Tualatin Street (Assessor's Map 04 01 03 BD);
242. Thence along said southerly right-of-way line, Easterly 100 feet, more or less, to the north-south centerline of said Block 20 (Assessor's Map 04 01 03 BD);

243. Thence along said north-south centerline, Southerly 174 feet, more or less, to the northeasterly corner of Lot 8 of said Block 20 (Assessor's Map 04 01 03 BD);
244. Thence Southerly 59 feet, more or less, to a point on the southerly line of said Lot 8, which bears Westerly 8 feet from the southeasterly corner thereof (Assessor's Map 04 01 03 BD);
245. Thence Southerly 62 feet, more or less, to a point on the southerly line of Lot 7 of said Block 20, which bears Westerly 30 feet from the southeasterly corner thereof (Assessor's Map 04 01 03 BD);
246. Thence along said southerly line, Westerly 70 feet, more or less, to the southwesterly corner of said Lot 7, also being on the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
247. Thence along said easterly right-of-way line, Southerly 184 feet, more or less, to the northwesterly line of Vacation Ordinance No. 1526 (deeded November 9, 1959), which bears Southerly 474 feet from the northwesterly corner of said Block 20 (Assessor's Map 04 01 03 CA);
248. Thence leaving said easterly right-of-way line along the northwesterly line of said Vacation Ordinance, Southerly 74 feet, more or less, to the centerline of S 2nd Street (Assessor's Map 04 01 03 CA);
249. Thence along said centerline, Southerly 62 feet, more or less, to the southerly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 CA);
250. Thence along said southerly right-of-way line, Westerly 40 feet, more or less, to the easterly line of Lot 22, Block 24 of said plat, which bears Northerly 40 feet from the southeasterly corner thereof (Assessor's Map 04 01 03 CA);
251. Thence Southwesterly 57 feet, more or less, to a point on the southerly line of said Lot 22, which bears Westerly 40 feet from the southeasterly corner thereof (Assessor's Map 04 01 03 CA);
252. Thence along a line parallel with the easterly line of said Lot 22, Southerly 40 feet, more or less, to the centerline of vacated Plymouth Street (Assessor's Map 04 01 03 CA);
253. Thence along said vacated centerline and the centerline of Plymouth Street, Westerly 440 feet, more or less, to the easterly right-of-way line of S 4th Street (Assessor's Map 04 01 03 CA);
254. Thence leaving said centerline and said easterly right-of-way line, Westerly 89 feet, more or less, to the southeasterly corner of Block 40 of said plat, also being the intersection of the westerly right-of-way line of S 4th Street and the northerly right-of-way line of Plymouth Street (Assessor's Map 040103CB);
255. Thence along said northerly right-of-way line, Westerly 760 feet, more or less, to the southwesterly corner of Block 56 (Knighton Square) of said plat, also being on the easterly right-of-way line of S 7th Street (Assessor's Map 040103CB);
256. Thence leaving said northerly right-of-way line, Westerly 99 feet, more or less, to the northeasterly corner of Lot 22, Block 67 of said plat (Assessor's Map 040103CB);
257. Thence along the northerly line of said Lot 22 and the westerly extension thereof, Westerly 380 feet, more or less, to the southwesterly corner of Lot 21, Block 72 of said plat (Assessor's Map 04 01 04 DA);
258. Thence along the westerly line of said Lot 21, Northerly 58 feet, more or less, to the southeasterly corner of Lot 3 of said Block 72 (Assessor's Map 04 01 04 DA);

259. Thence along the southerly line of said Lot 3 and the westerly extension thereof, Westerly 380 feet, more or less, to the northwesterly corner of Lot 2, Block 83 of said plat, also being on the easterly right-of-way line of S 10th Street (Assessor's Map 04 01 04 DA);
260. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwesterly corner of said Lot 2 (Assessor's Map 04 01 04 DA);
261. Thence leaving said easterly right-of-way line along the westerly extension of the southerly line of said Lot 2, Westerly 190 feet, more or less, to the north-south centerline of Block 88 of said plat (Assessor's Map 04 01 04 DA);
262. Thence along said north-south centerline, Northerly 290 feet, more or less, to the southerly line of Lot 7 of said Block 88 (Assessor's Map 04 01 04 DA);
263. Thence along said southerly line, Westerly 26 feet, more or less, southeasterly right-of-way line of Old Portland Road (Assessor's Map 04 01 04 DA);
264. Thence leaving said southerly line and said southeasterly right-of-way line, Northwesterly 60 feet, more or less, when measured at right angles, to the northwesterly right-of-way line of Old Portland Road (Assessor's Map 04 01 04 DA);
265. Thence along said northwesterly right-of-way line, Northeasterly 133 feet, more or less, to the northeasterly corner of Document Number 2009-006344 (Assessor's Map 04 01 04 DA);
266. Thence along the northerly line of said deed, Westerly 124 feet, more or less, to the northwesterly corner of said deed, also being on the easterly right-of-way line of S 11th Street (Assessor's Map 04 01 04 DA);
267. Thence along said easterly right-of-way line, Southerly 94 feet, more or less, to the northwesterly corner said Lot 7 (Assessor's Map 04 01 04 DA);
268. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to the northeasterly corner of Lot 16, Block 99 of said plat, also being on the westerly right-of-way line of S 11th Street (Assessor's Map 04 01 04 DA);
269. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the northerly line of Lot 17 of said Block 99 (Assessor's Map 04 01 04 DA);
270. Thence along said northerly line, Westerly 100 feet, more or less, to the westerly line of said Lot 17 (Assessor's Map 04 01 04 DA);
271. Thence along said westerly line, Southerly 58 feet, more or less, to the northerly line of Lot 5 of said Block 99 (Assessor's Map 04 01 04 DA);
272. Thence along said northerly line and the westerly extension thereof, Westerly 180 feet, more or less, to the southeasterly corner of Lot 17, Block 104 of said plat, also being on the westerly right-of-way line of S 12th Street (Assessor's Map 04 01 04 DA);
273. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the northerly line of Lot 19 of said Block 104 (Assessor's Map 04 01 04 DA);
274. Thence along said northerly line and the westerly extension thereof, Westerly 200 feet, more or less, to the northwesterly corner of Lot 4 of said Block 104, also being on the easterly right-of-way line of S 13th Street (Assessor's Map 04 01 04 DA);
275. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwesterly corner of said Lot 4 (Assessor's Map 04 01 04 DA);

276. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to the northeasterly corner of Lot 20, Block 115 of said plat, also being on the westerly right-of-way line of S 13th Street (Assessor's Map 04 01 04 DA);
277. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the southeasterly corner of said Lot 20 (Assessor's Map 04 01 04 DA);
278. Thence along the southerly line of said Lot 20 and the westerly extension thereof, Westerly 380 feet, more or less, to the northeasterly corner of Lot 2, Block 120 of said plat (Assessor's Map 040104DB);
279. Thence along the easterly line of said Lot 2 and the southerly extension thereof, Southerly 370 feet, more or less, to the northeasterly corner of Lot 8, Block 119 of said plat (Assessor's Map 04 01 04 DC);
280. Thence along the northerly line of said Lot 8, Westerly 100 feet, more or less, to the northwesterly corner of said Lot 8, also being on the easterly right-of-way line of S 15th Street (Assessor's Map 04 01 04 DC);
281. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to a point on the westerly right-of-way line of S 15th Street, which bears Northerly 3 feet of the northeasterly corner of Lot 15, Block 132 of said plat (Assessor's Map 04 01 04 DC);
282. Thence along said westerly right-of-way line, Southerly 177 feet, more or less, to the northeasterly corner of Lot 18 of said Block 132 (Assessor's Map 04 01 04 DC);
283. Thence along the northerly line of said Lot 18, Westerly 100 feet, more or less, to the northwesterly corner of said Lot 18 (Assessor's Map 04 01 04 DC);
284. Thence along the westerly line of said Lot 18 and the southerly extension thereof, Southerly 116 feet, more or less, to the northeasterly corner of Lot 3 of said Block 132 (Assessor's Map 04 01 04 DC);
285. Thence along the northerly line of said Lot 3 and the westerly extension thereof, Westerly 180 feet, more or less, to the northeasterly corner of Lot 20, Block 135 of said plat, also being on the westerly right-of-way line of S 16th Street (Assessor's Map 04 01 04 DC);
286. Thence along said westerly right-of-way line, Southerly 53 feet, more or less, to a line which is parallel with and 5 feet northerly of the southerly line of said Lot 20 (Assessor's Map 04 01 04 DC);
287. Thence along said parallel line, Westerly 56 feet, more or less, to a line which is parallel with and 44 feet easterly of the westerly line of said Lot 20 (Assessor's Map 04 01 04 DC);
288. Thence along said parallel line, Southerly 5 feet, more or less, to the northerly line of Lot 21 of said Block 135 (Assessor's Map 04 01 04 DC);
289. Thence along said northerly line and the northerly line of Lot 2 of said Block 135, Westerly 54 feet, more or less, to a line which is parallel with and 10 feet westerly of the easterly line of said Lot 2 (Assessor's Map 04 01 04 DC);
290. Thence along said parallel line and the southerly extension thereof, Southerly 67 feet, more or less, to a line that is parallel with and 9 feet southerly of the southerly line of said Lot 2 (Assessor's Map 04 01 04 DC);
291. Thence along said parallel line, Westerly 90 feet, more or less, to the easterly right-of-way line of S 17th Street (Assessor's Map 04 01 04 DC);

292. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to a point on the westerly right-of-way line of S 17th Street, which bears 8 feet southerly of the northeasterly corner of Lot 21, Block 148 of said plat (Assessor's Map 04 01 04 DC);
293. Thence along said westerly right-of-way line, Southerly 90 feet, more or less, to the centerline of vacated Umatilla Street (Assessor's Map 04 01 04 DC);
294. Thence along said centerline, Westerly 199 feet, more or less, to the easterly right-of-way line of S 18th Street (Assessor's Map 04 01 04 DC);
295. Thence along said easterly right-of-way line, Southerly 202 feet, more or less, to the northwesterly right-of-way line of Old Portland Road (Assessor's Map 04 01 04 DC);
296. Thence along said northwesterly right-of-way line, Southwesterly 2,772 feet, more or less, to the intersection of the northeasterly right-of-way line of Railroad Avenue and the northerly right-of-way line of Gable Road (Assessor's Map 04 01 09 B0);
297. Thence along said northerly right-of-way line, Westerly 1,077 feet, more or less, to the southwesterly corner of Document Number 2016-011282 (Assessor's Map 04 01 09 BB);
298. Thence along the westerly line of said deed, Northerly 501 feet, more or less, to the northwesterly corner of said deed, also being on the southwesterly right-of-way line of Portland & Western Railroad Spur (Assessor's Map 04 01 09 BB);
299. Thence along said southwesterly right-of-way line, Northwesterly 1,162 feet, more or less, to the northeasterly line of Document Number 2012-004223 (Assessor's Map 04 01 08 AA);
300. Thence along said northeasterly line and the northwesterly extension thereof, Northwesterly 462 feet, more or less, to the centerline of Portland & Western Railroad (Assessor's Map 04 01 08 AA);
301. Thence along said centerline, Northeasterly 3,459 feet, more or less, to the northwesterly extension of the southwesterly line of Document Number 1998-015060 (Assessor's Map 04 01 04 CB);
302. Thence leaving said centerline along said northwesterly extension and the southwesterly line of said deed and the southwesterly line of Document Number 1998-015062, Southeasterly 279 feet, more or less, to the southerly corner of Document Number 1998-015062 (Assessor's Map 04 01 04 CB);
303. Thence along the southeasterly line of said deed, Northeasterly 128 feet, more or less, to the southwesterly corner of Document Number 2005-010694 (Assessor's Map 04 01 04 CA);
304. Thence along the southwesterly line of said deed, Southeasterly 336 feet, more or less, to the westerly corner of Document Number 2013-009583 (Assessor's Map 04 01 04 CA);
305. Thence along the northwesterly line of said deed, Northeasterly 91 feet, more or less, to the northerly corner of said deed (Assessor's Map 04 01 04 CA);
306. Thence along the northeasterly line of said deed, Southeasterly 100 feet, more or less, to the easterly corner of said deed, also being on the northwesterly right-of-way line of Crouse Way (Assessor's Map 04 01 04 CA);
307. Thence along said northwesterly right-of-way line, Northeasterly 327 feet, more or less, to the westerly extension of the northerly right-of-way line of Church Street (Assessor's Map 04 01 04 CA);

308. Thence along said westerly extension and the northerly right-of-way line of Church Street, Easterly 502 feet, more or less, to the westerly right-of-way line of S 18th Street (Assessor's Map 04 01 04 CA);
309. Thence leaving said northerly right-of-way line, Southeasterly 123 feet, more or less, to the southwesterly corner of Block 145 of the plat "St. Helens", also being the intersection of the easterly right-of-way line of S 18th Street and the northerly right-of-way line of Cowlitz Street (Assessor's Map 04 01 04 CA);
310. Thence along said northerly right-of-way line, Easterly 1,600 feet, more or less, to the southeasterly corner of Block 106 of said plat, also being on the westerly right-of-way line of S 12th Street (Assessor's Map 04 01 04 AC);
311. Thence along said westerly right-of-way line, Northerly 628 feet, more or less, to the northeasterly corner of Lot 12, Block 106 of said plat (Assessor's Map 04 01 04 AC);
312. Thence leaving said westerly right-of-way line, Northeasterly 92 feet, more or less, to the intersection of the easterly right of way line of S 12th Street and the northerly right-of-way line of St. Helens Street (Assessor's Map 04 01 04 AD);
313. Thence along said northerly right-of-way line, Easterly 200 feet, more or less, to the westerly right-of-way line of S 11th Street (Assessor's Map 04 01 04 AD);
314. Thence leaving said northerly right-of-way line and said westerly right-of-way line, Northerly 280 feet, more or less, to the intersection of the easterly right-of-way line of S 11th Street and the southeasterly right-of-way line of Columbia Boulevard (Assessor's Map 4010400);
315. Thence along said southeasterly right-of-way line, Northeasterly 570 feet, more or less, to the westerly right-of-way line of S 9th Street (Assessor's Map 04 01 04 AA);
316. Thence leaving said southeasterly right-of-way line, Northeasterly 81 feet, more or less, to the Point of Beginning (Assessor's Map 04 01 04 AA).

Parcel 2:

Beginning at the southeasterly corner of Lot 12, Block 71 of the plat "St. Helens", also being on the westerly right-of-way line of S 8th Street, located in the Southwest One-Quarter of Section 3, Township 4 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon (Assessor's Map 040103CB):

400. Thence along said westerly right-of-way line, Southeasterly 174 feet, more or less, to the southeasterly corner of Lot 15 of said Block 71, also being on the southerly right-of-way line of S 8th Street (Assessor's Map 040103CB);
401. Thence along said southerly right-of-way line, Easterly 40 feet, more or less, to the centerline of S 8th Street, also being on the westerly line of the Heavy Industrial Zone boundary (Assessor's Map 040103CB);
402. Thence leaving said centerline along said westerly zone boundary line, Southwesterly 224 feet, more or less, to the northwesterly corner of Lot 19 of said Block 71 (Assessor's Map 04 01 03 00);
403. Thence continuing along said westerly zone boundary line, Southerly 544 feet, more or less, to the intersection of the easterly right-of-way line of S 9th Street and the southerly right-of-way line of East Street (Assessor's Map 04 01 03 00);
404. Thence along said southerly right-of-way line, Westerly 2,050 feet, more or less, to the westerly right-of-way line of S 16th Street (Assessor's Map 04 01 09 AB);

405. Thence along said westerly right-of-way line, Northerly 235 feet, more or less, to the northeasterly corner of Block 134 of said plat, also being on the southerly right-of-way line of Umatilla Street (Assessor's Map 04 01 04 DC);
406. Thence along said southerly right-of-way line, Easterly 180 feet, more or less, to the northwesterly corner of Lot 4, Block 133 of said plat, also being on the southerly extension of the north-south centerline of Block 132 of said plat (Assessor's Map 04 01 04 DC);
407. Thence along said southerly extension and the north-south centerline of said Block 132, Northerly 144 feet, more or less, to a line that is parallel with and 6 feet northerly of the northerly line of Lot 22 of said Block 132 (Assessor's Map 04 01 04 DC);
408. Thence along said parallel line, Easterly 100 feet, more or less, to the westerly right-of-way line of S 15th Street (Assessor's Map 04 01 04 DC);
409. Thence leaving said westerly right-of-way line, Northeasterly 96 feet, more or less, to the northwesterly corner of Lot 2, Block 119 of said plat, also being on the easterly right-of-way line of S 15th Street (Assessor's Map 04 01 04 DD);
410. Thence along said easterly right-of-way line, Northerly 58 feet, more or less, to the southwest corner of Lot 4 of said Block 119 (Assessor's Map 04 01 04 BC);
411. Thence along the southerly line of said Lot 4, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 4 (Assessor's Map 04 01 04 DD);
412. Thence along the easterly line of said Lot 4, Northerly 58 feet, more or less, to the southwest corner of Lot 18 of said Block 119 (Assessor's Map 04 01 04 DD);
413. Thence along the southerly line of said Lot 18, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 18, also being on the westerly right-of-way line of S 14th Street (Assessor's Map 04 01 04 DD);
414. Thence along said westerly right-of-way line, Northerly 58 feet, more or less, to the northeasterly corner of said Lot 18 (Assessor's Map 04 01 04 DD);
415. Thence leaving said westerly right-of-way line, Easterly 80 feet, more or less, to the southwest corner of Lot 6, Block 116 of said plat, also being on the easterly right-of-way line of S 14th Street (Assessor's Map 04 01 04 DD);
416. Thence along said easterly right-of-way line, Northerly 116 feet, more or less, to the southwest corner of Lot 8 of said Block 116 (Assessor's Map 04 01 04 DD);
417. Thence along the southerly line of said Lot 8, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 8 (Assessor's Map 04 01 04 DD);
418. Thence along the easterly line of said Lot 8, Northerly 58 feet, more or less, to the southwest corner of Lot 14 of said Block 116 (Assessor's Map 04 01 04 DD);
419. Thence along the southerly line of said Lot 14 and the easterly extension thereof, Easterly 180 feet, more or less, to the southwest corner of Lot 9, Block 103 of said plat, also being on the easterly right-of-way line of S 13th Street (Assessor's Map 04 01 04 DD);
420. Thence along said easterly right-of-way line, Northerly 58 feet, more or less, to the northwesterly corner of said Lot 9 (Assessor's Map 04 01 04 DD);
421. Thence along the northerly line of said Lot 9 and the easterly extension thereof, Easterly 660 feet, more or less, to the southwest corner of Lot 13, Block 87 of said plat (Assessor's Map 04 01 04 DA);

422. Thence along the westerly line of said Lot 13, Northerly 58 feet, more or less, to the northwesterly corner of said Lot 13 (Assessor's Map 04 01 04 DA);
423. Thence along the northerly line of said Lot 13 and the easterly extension thereof, Easterly 190 feet, more or less, to the southwesterly corner of Lot 11, Block 84 of said plat, also being on the easterly right-of-way line of S 10th Street (Assessor's Map 04 01 04 DA);
424. Thence along said easterly right-of-way line, Southerly 9 feet, more or less, to a line that is parallel with and 9 feet southerly of the southerly line of said Lot 11 (Assessor's Map 04 01 04 DA);
425. Thence along said parallel line, Easterly 100 feet, more or less, to the north-south centerline of said Block 84 (Assessor's Map 04 01 04 DA);
426. Thence along said north-south centerline, Northerly 9 feet, more or less, to the southwesterly corner of Lot 12 of said Block 84 (Assessor's Map 040103CB);
427. Thence along the southerly line of said Lot 12 and the easterly extension thereof, Easterly 380 feet, more or less, to the Point of Beginning (Assessor's Map 040103CB).

The above described tract of land contains 760 acres, more or less.

Bearings shown with degrees, seconds, and minutes are based on Oregon State Plane Coordinates North Zone 3601, NAD83(91).

12/8/2017

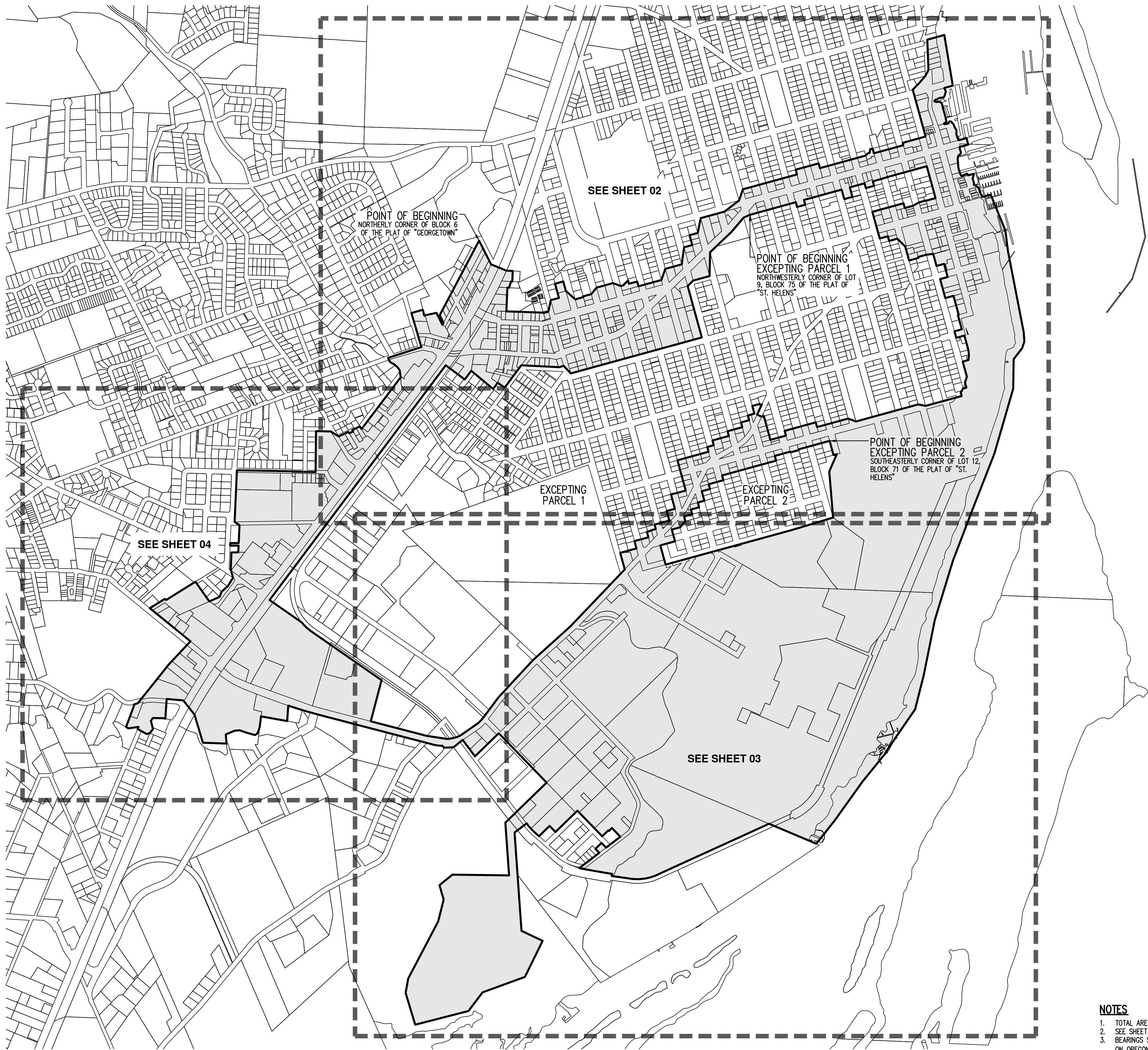
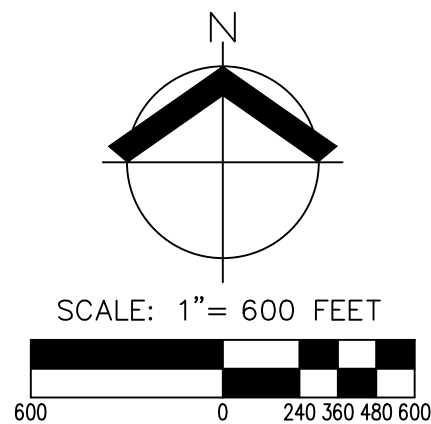
**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Michael Kalina

**OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS**

RENEWS: 6/30/17

AKS DRAWING FILE: URA-01.DWG | LAYOUT: 01



- NOTES**
1. TOTAL AREA IS 760 ACRES±.
 2. SEE SHEET 05 FOR BEARING AND DISTANCE LINE TABLE.
 3. BEARINGS SHOWN WITH DEGREES, MINUTES, AND SECONDS ARE BASED ON OREGON STATE PLANE COORDINATES NORTH ZONE 3601, NAD83(91).

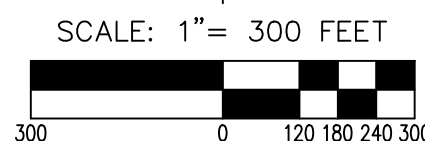
CITY OF ST HELENS
URBAN RENEWAL BOUNDARY
ST HELENS

MAP OF URBAN
RENEWAL AREA

DESIGNED BY: _____
DRAWN BY: WCB
CHECKED BY: MSK
SCALE: AS NOTED
DATE: 12/8/2017
REGISTERED
PROFESSIONAL
LAND SURVEYOR
Michael S. Kalina
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/19

JOB NUMBER
4401
SHEET
01

AKS
AKS ENGINEERING & FORESTRY, LLC
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FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE
OREGON
COLUMBIA COUNTY

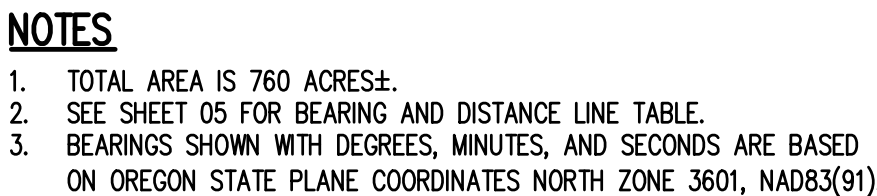
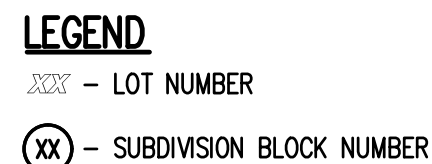


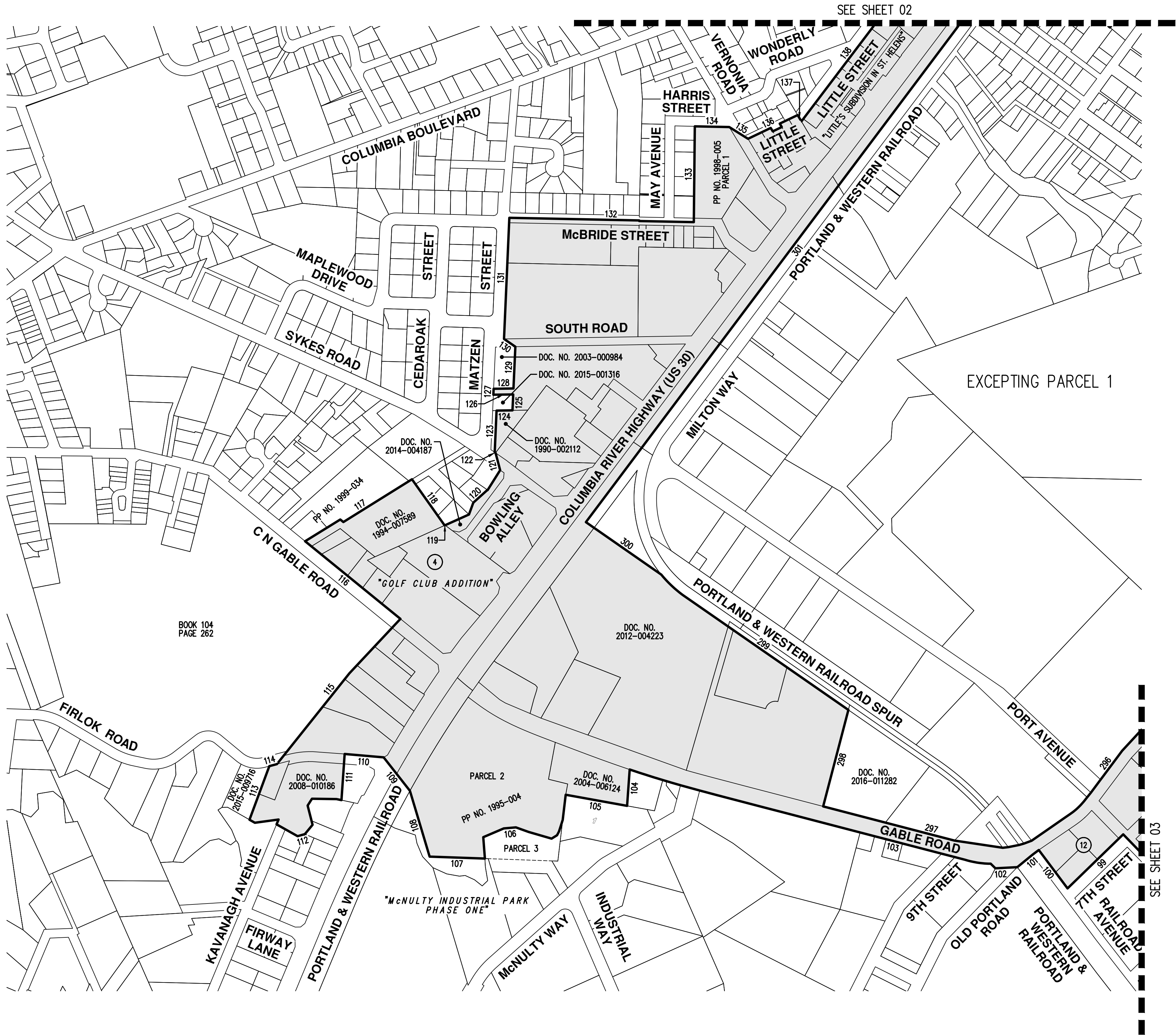
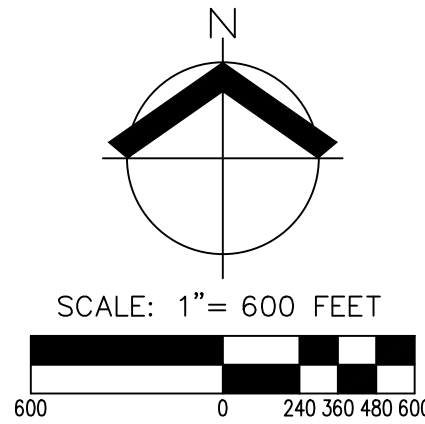
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2. SEE SHEET 05 FOR BEARING AND DISTANCE LINE TABLE.
3. BEARINGS SHOWN WITH DEGREES, MINUTES, AND SECONDS ARE BASED ON OREGON STATE PLANE COORDINATES NORTH ZONE 3601, NAD83(91).

DETAIL
SCALE=1"=50'

XX - LOT NUMBER
 (XX) - SUBDIVISION BLOCK NUMBER







LEGEND

- XX - LOT NUMBER
XX - SUBDIVISION BLOCK NUMBER

NOTES

- TOTAL AREA IS 760 ACRES±.
- SEE SHEET 05 FOR BEARING AND DISTANCE LINE TABLE.
- BEARINGS SHOWN WITH DEGREES, MINUTES, AND SECONDS ARE BASED ON OREGON STATE PLANE COORDINATES NORTH ZONE 3601, NAD83(91).

**CITY OF ST HELENS
URBAN RENEWAL BOUNDARY
ST HELENS**

**MAP OF URBAN
RENEWAL AREA**

DESIGNED BY:	
DRAWN BY:	WCB
CHECKED BY:	MSK
SCALE:	AS NOTED
DATE:	12/8/2017
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/19	

REVISIONS
JOB NUMBER 4401
SHEET 04

LINE TABLE

LINE	BEARING AND DISTANCE
1	SOUTHEASTERLY 314'±
2	EASTERLY 196'±
3	EASTERLY 73'±
4	SOUTHERLY 125'±
5	WESTERY 15'±
6	SOUTHERLY 77'±
7	WESTERLY 20'±
8	SOUTHERLY 280'±
9	EASTERLY 435'±
10	EASTERLY 63'±
11	NORTHEASTERLY 133'±
12	EASTERLY 100'±
13	NORTHERLY 174'±
14	EASTERLY 100'±
15	SOUTHERLY 116'±
16	SOUTHEASTERLY 148'±
17	EASTERLY 100'±
18	NORTHERLY 9'±
19	EASTERLY 100'±
20	NORTHEASTERLY 99'±
21	EASTERLY 200'±
22	SOUTHEASTERLY 99'±
23	NORTHEASTERLY 115'±
24	SOUTHERLY 40'±
25	EASTERLY 100'±
26	SOUTHERLY 58'±
27	EASTERLY 280'±
28	NORTHEASTERLY 139'±
29	EASTERLY 200'±
30	NORTHEASTERLY 203'±
31	EASTERLY 100'±
32	NORTHERLY 120'±
33	EASTERLY 100'±
34	NORTHEASTERLY 178'±
35	EASTERLY 290'±
36	NORTHEASTERLY 215'±
37	NORTHEASTERLY 141'±
38	EASTERLY 660'±
39	NORTHERLY 58'±

LINE TABLE (CONT)

LINE	BEARING AND DISTANCE
40	EASTERLY 280'±
41	SOUTHERLY 58'±
42	EASTERLY 560'±
43	NORTHEASTERLY 101'±
44	EASTERLY 30'±
45	SOUTHERLY 58'±
46	EASTERLY 359'±
47	NORTHERLY 29'±
48	EASTERLY 280'±
49	NORTHERLY 573'±
50	NORTHEASTERLY 219'±
51	NORTHEASTERLY 80'±
52	NORTHERLY 357'±
53	EASTERLY 208'±
54	SOUTHERLY 605'±
55	WESTERLY 104'±
56	SOUTHERLY 949'±
57	EASTERLY 99'±
58	SOUTHERLY 80'±
59	WESTERLY 106'±
60	SOUTHERLY 456'±
61	EASTERLY 74'±
62	SOUTHERLY 316'±
63	EASTERLY 104'±
64	SOUTHERLY 8,303'±
65	WESTERLY 604'±
66	SOUTHWESTERLY 2,413'±
67	NORTHEASTERLY 296'±
68	NORTHWESTERLY 66'±
69	NORTHEASTERLY 100'±
70	SOUTHEASTERLY 78'±
71	NORTHEASTERLY 211'±
72	NORTHWESTERLY 143'±
73	SOUTHWESTERLY 50'±
74	NORTHWESTERLY 10'±
75	SOUTHWESTERLY 100'±
76	NORTHWESTERLY 420'±
77	SOUTHWESTERLY 360'±
78	NORTHWESTERLY 100'±

LINE TABLE (CONT)

LINE	BEARING AND DISTANCE
79	SOUTHWESTERLY 174'±
80	NORTHWESTERLY 210'±
81	SOUTHWESTERLY 178'±
82	SOUTHERLY 499'±
83	S04°02'23"E 662.12'±
84	S64°44'13"E 274.92'±
85	S26°06'50"W 473.32'±
86	S69°56'25"W 531.11'±
87	S37°07'43"W 275.85'±
88	S75°36'03"W 647.38'±
89	N16°49'15"W 390.92'±
90	N10°13'20"E 172.18'±
91	N27°41'25"E 759.17'±
92	N14°13'34"E 266.27'±
93	N16°13'10"W 177.26'±
94	N50°51'37"E 196.23'±
95	S89°12'40"E 667.47'±
96	NORTHERLY 623'±
97	NORTHEASTERLY 678'±
98	NORTHWESTERLY 810'±
99	SOUTHWESTERLY 390'±
100	NORTHWESTERLY 241'±
101	SOUTHEASTERLY 138'±
102	WESTERLY 110'±
103	WESTERLY 1,910'±
104	SOUTHERLY 183'±
105	WESTERLY 313'±
106	SOUTHWESTERLY 711'±
107	WESTERLY 278'±
108	NORTHWESTERLY 345'±
109	NORTHWESTERLY 214'±
110	WESTERLY 197'±
111	SOUTHERLY 233'±
112	WESTERLY 687'±
113	NORTHERLY 287'±
114	EASTERLY 39'±
115	NORTHEASTERLY 905'±
116	NORTHWESTERLY 618'±
117	NORTHEASTERLY 634'±

LINE TABLE (CONT)

LINE	BEARING AND DISTANCE
118	SOUTHEASTERLY 284'±
119	NORTHEASTERLY 2'±
120	NORTHEASTERLY 410'±
121	NORTHERLY 90'±
122	NORTHWESTERLY 5'±
123	NORTHERLY 210'±
124	EASTERLY 80'±
125	NORTHERLY 80'±
126	WESTERLY 100'±
127	NORTHERLY 30'±
128	EASTERLY 100'±
129	NORTHERLY 210'±
130	NORTHWESTERLY 69'±
131	NORTHERLY 610'±
132	EASTERLY 930'±
133	NORTHERLY 482'±
134	EASTERLY 173'±
135	SOUTHEASTERLY 111'±
136	NORTHEASTERLY 317'±
137	SOUTHEASTERLY 37'±
138	NORTHEASTERLY 765'±
139	NORTHWESTERLY 264'±
140	NORTHERLY 25'±
141	EASTERLY 411'±
142	NORTHERLY 417'±
143	EASTERLY 140'±
144	SOUTHERLY 69'±
145	EASTERLY 148'±
146	SOUTHEASTERLY 158'±
147	NORTHEASTERLY 28'±
148	NORTHWESTERLY 100'±
149	NORTHEASTERLY 994'±

LINE TABLE

LINE	BEARING AND DISTANCE
200	EASTERLY 560'±
201	SOUTHERLY 58'±
202	EASTERLY 100'±
203	NORTHERLY 58'±
204	EASTERLY 360'±
205	SOUTHERLY 116'±
206	EASTERLY 100'±
207	NORTHERLY 116'±
208	EASTERLY 180'±
209	SOUTHERLY 58'±
210	EASTERLY 100'±
211	NORTHERLY 55'±
212	EASTERLY 100'±
213	EASTERLY 80'±
214	EASTERLY 480'±
215	SOUTHERLY 389'±
216	WESTERLY 115'±
217	NORTHERLY 3'±
218	WESTERLY 85'±
219	WESTERLY 82'±
220	WESTERLY 100'±
221	NORTHERLY 58'±
222	WESTERLY 380'±
223	SOUTHERLY 326'±
224	EASTERLY 100'±
225	SOUTHERLY 57'±
226	EASTERLY 100'±
227	SOUTHEASTERLY 131'±
228	SOUTHERLY 171'±
229	EASTERLY 227'±
230	EASTERLY 81'±
231	SOUTHERLY 144'±
232	EASTERLY 92'±
233	SOUTHERLY 161'±
234	WESTERLY 92'±
235	SOUTHERLY 232'±
236	EASTERLY 100'±
237	SOUTHERLY 232'±
238	WESTERLY 10'±

EXCEPTING
PARCEL 1

LINE TABLE (CONT)

LINE	BEARING AND DISTANCE
239	SOUTHERLY 174'±
240	WESTERLY 90'±
241	SOUTHERLY 80'±
242	EASTERLY 100'±
243	SOUTHERLY 174'±
244	SOUTHERLY 59'±
245	SOUTHERLY 62'±
246	WESTERLY 70'±
247	SOUTHERLY 184'±
248	SOUTHERLY 74'±
249	SOUTHERLY 62'±
250	WESTERLY 40'±
251	SOUTHWESTERLY 57'±
252	SOUTHERLY 40'±
253	WESTERLY 440'±
254	WESTERLY 89'±
255	WESTERLY 760'±
256	WESTERLY 99'±
257	WESTERLY 380'±
258	NORTHERLY 58'±
259	WESTERLY 380'±
260	SOUTHERLY 58'±
261	WESTERLY 190'±
262	NORTHERLY 290'±
263	WESTERLY 26'±
264	NORTHWESTERLY 60'±
265	NORTHEASTERLY 133'±
266	WESTERLY 124'±
267	SOUTHERLY 94'±
268	WESTERLY 80'±
269	SOUTHERLY 58'±
270	WESTERLY 100'±
271	SOUTHERLY 58'±
272	WESTERLY 180'±
273	SOUTHERLY 58'±
274	WESTERLY 200'±
275	SOUTHERLY 58'±
276	WESTERLY 80'±
277	SOUTHERLY 58'±

LINE TABLE (CONT)

LINE	BEARING AND DISTANCE
278	WESTERLY 380'±
279	SOUTHERLY 370'±
280	WESTERLY 100'±
281	WESTERLY 80'±
282	SOUTHERLY 177'±
283	WESTERLY 100'±
284	SOUTHERLY 116'±
285	WESTERLY 180'±
286	SOUTHERLY 53'±
287	WESTERLY 56'±
288	SOUTHERLY 5'±
289	WESTERLY 54'±
290	SOUTHERLY 67'±
291	WESTERLY 90'±
292	WESTERLY 80'±
293	SOUTHERLY 90'±
294	WESTERLY 199'±
295	SOUTHERLY 202'±
296	SOUTHWESTERLY 50'±
297	WESTERLY 682'±
298	NORTHERLY 501'±
299	NORTHWESTERLY 1,014'±
300	NORTHWESTERLY 462'±
301	NORTHEASTERLY 3,459'±
302	SOUTHEASTERLY 279'±
303	NORTHEASTERLY 128'±
304	SOUTHEASTERLY 336'±
305	NORTHEASTERLY 91'±
306	SOUTHEASTERLY 100'±
307	NORTHEASTERLY 327'±
308	EASTERLY 502'±
309	SOUTHEASTERLY 123'±
310	EASTERLY 1,600'±
311	NORTHERLY 628'±
312	NORTHEASTERLY 92'±
313	EASTERLY 200'±
314	NORTHERLY 280'±
315	NORTHEASTERLY 570'±
316	NORTHEASTERLY 81'±

EXCEPTING
PARCEL 2

LINE TABLE


LINE	BEARING AND DISTANCE
400	SOUTHWESTERLY 174'±
401	EASTERLY 40'±
402	SOUTHWESTERLY 223'±
403	SOUTHERLY 544'±
404	WESTERLY 2,050'±
405	NORTHERLY 235'±
406	EASTERLY 180'±
407	NORTHERLY 144'±
408	EASTERLY 100'±
409	NORTHEASTERLY 96'±
410	NORTHERLY 58'±
411	EASTERLY 100'±
412	NORTHERLY 58'±
413	EASTERLY 100'±
414	NORTHERLY 58'±
415	EASTERLY 80'±
416	NORTHERLY 116'±
417	EASTERLY 100'±
418	NORTHERLY 58'±
419	EASTERLY 180'±
420	NORTHERLY 58'±
421	EASTERLY 660'±
422	NORHTERLY 58'±
423	EASTERLY 190'±
424	SOUTHERLY 9'±
425	EASTERLY 100'±
426	NORTHERLY 9'±
427	EASTERLY 380'±

CITY OF ST HELENS
URBAN RENEWAL BOUNDARY
ST HELENS
OREGON
COLUMBIA COUNTY

LINE TABLES

DESIGNED BY:
DRAWN BY: WCB
CHECKED BY: MSK
SCALE: AS NOTED
DATE: 12/8/2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR


OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/19

REVISIONS

JOB NUMBER
4401

SHEET
05

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