

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CORRECTING ) RESOLUTION NO. 94-1912  
THE LEGAL DESCRIPTION OF REAL )  
PROPERTY INTERESTS TRANSFERRED ) Introduced by Rena Cusma,  
TO TRI-MET TO ALLOW CONSTRUCTION ) Executive Officer  
OF THE WESTSIDE LIGHT RAIL LINE )  
INCLUDING A STATION TO SERVE THE )  
METRO WASHINGTON PARK ZOO AND )  
MODIFICATIONS TO THE PARKING LOT )

WHEREAS, Metro owns the Metro Washington Park Zoo; and

WHEREAS, Metro is one of three Lessees of the Parking Lot which is owned by the City of Portland and which serves the Zoo, Oregon Museum of Science and Industry, and the World Forestry Center; and

WHEREAS, Tri-Met is constructing the Westside Light Rail including a Zoo station; and

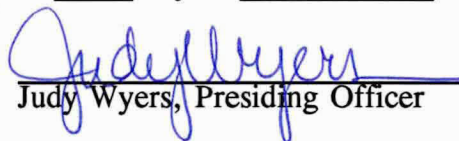
WHEREAS, Pursuant to Resolution No. 93-1804, the Metro Council authorized an Intergovernmental Agreement with Tri-Met transferring to Tri-Met the property interests possessed by Metro and needed by Tri-Met for the light rail line and station subject to certain terms and conditions; and

WHEREAS, Tri-Met has identified and amended the need for the transfer of additional real property interests to accomplish this purpose, as well as to provide for modifications to the Parking Lot; now, therefore,

BE IT RESOLVED,

That the Metro Council authorizes the Executive Officer to enter into an Intergovernmental Agreement with Tri-Met, the City of Portland, the Oregon Museum of Science and Industry, and the World Forestry Center, in a form substantially similar to Attachment "A," transferring Metro's interests in certain real property described therein.

ADOPTED by the Metro Council this 10th day of March, 1994.

  
\_\_\_\_\_  
Judy Wyers, Presiding Officer

**AGREEMENT**  
**(WASHINGTON PARK LRT STATION/PARKING LOT PROJECT)**

This Agreement is between the Tri-County Metropolitan Transportation District of Oregon (Tri-Met), the City of Portland, Oregon (City), Metro, the World Forestry Center (WFC), and the Oregon Museum of Science and Industry (OMSI).

**RECITALS:**

- A. Tri-Met is constructing a Westside Light Rail Transit (LRT) Project, consisting of light rail tracks, stations, and associated facilities (LRT Project). The LRT Project includes a tunnel under the City's West Hills (Tunnel) and a LRT Station (Washington Park Station) above the Tunnel in the public parking lot abutting the Washington Park Zoo, the Oregon Museum of Science and Industry, and the World Forestry Center. The City of Portland owns the parking lot area, and Metro, OMSI, and WFC are co-lessees of the parking lot area. Metro owns the Washington Park Zoo. OMSI and WFC are lessees of the land abutting the parking lot on which their respective facilities are located.
- B. In order to construct and maintain the Washington Park Station, Tri-Met needed to acquire fee title to land where the Station will be located; a permanent right of access to the Station; and temporary easements for construction, for replacement parking during construction, and for access to the Station construction area and to the replacement parking area during construction of the Station. To fulfill this need, Tri-Met entered into agreements with the City (Agreement: Westside LRT Project Acquisition and Use of Washington Park Property [City of Portland/Tri-Met]) (City Agreement), and Metro (Intergovernmental Agreement) (Metro Agreement) pursuant to which, among other things, the City and Metro agreed to convey to Tri-Met certain interests in land related to the Washington Park Station. Thereafter, the City and Metro conveyed those interests to Tri-Met. In addition, OMSI and WFC have conveyed to Tri-Met certain interests in land related to the Station (Quit Claim Deed).
- C. Subsequent to the agreements and conveyances referred to in Recital B, above, Metro, City, OMSI, and WFC have decided to reconfigure portions of the parking lot, including the realignment of Knight's Boulevard, which presently bisects the parking lot, so that it will become the western perimeter road for the parking lot (Parking Lot Improvement Project). Tri-Met, in turn, has agreed to integrate the Parking Lot Improvement Project design and construction with the Washington Park Station design and construction. In addition, Tri-Met has proceeded to final design of the Station and development of the Station construction plans and specifications. These occurrences have resulted in the

need for some minor changes in the land interests previously conveyed by the City, Metro, OMSI, and WFC to Tri-Met as well as for some other technical agreements between Tri-Met and the City, Metro, OMSI, and WFC. The purpose of this Agreement is to provide for the minor changes in conveyances and to set out the other technical agreements of the parties.

**AGREEMENT:**

**1. Washington Park Station Footprint.**

In order to conform the previous conveyances of land where the Washington Park Station will be located to the final design, the parties will carry out the following transactions:

- (a) Tri-Met will reconvey to the City title to the area previously conveyed in fee by the City to Tri-Met for the Washington Park Station. The form of deed for the reconveyance is attached hereto as Exhibit A.
- (b) The City will convey to Tri-Met title to the area within the finally established footprint for the Washington Park Station. The form of deed for the conveyance is attached hereto as Exhibit B.
- (c) Tri-Met will quitclaim back to Metro the interest previously quitclaimed by Metro to Tri-Met for the Washington Park Station. The form of deed for the quitclaim is attached hereto as Exhibit C.
- (d) Metro will quitclaim to Tri-Met its interest in the area within the finally established footprint for the Washington Park Station. The form of deed for the quitclaim is attached hereto as Exhibit D.
- (e) Tri-Met will quitclaim back to OMSI the interest previously quitclaimed by OMSI to Tri-Met for the Washington Park Station. The form of deed for the quitclaim is attached hereto as Exhibit E.
- (f) OMSI will quitclaim to Tri-Met its interest in the area within the finally established footprint for the Washington Park Station. The form of deed for the quitclaim is attached hereto as Exhibit F.
- (g) Tri-Met will quitclaim back to WFC the interest previously quitclaimed by WFC to Tri-Met for the Washington Park Station. The form of deed for the quitclaim is attached hereto as Exhibit G.

- (h) WFC will quitclaim to Tri-Met its interest in the area within the finally established footprint for the Washington Park Station. The form of deed for the quitclaim is attached hereto as Exhibit H.

2. Washington Park Station Construction Shoring.

- (a) In constructing the Washington Park Station, Tri-Met's contractors may need to install shoring and subsurface tiebacks to enable the construction work to occur. All shoring will be inside the area bounded by the outer perimeter of the Station construction easement area, but some shoring may be outside the Washington Park Station footprint area designated for permanent acquisition by Tri-Met under paragraph 1 of this Agreement. In addition, some tiebacks may extend underground even beyond the Station construction easement area. Tri-Met needs the authority to authorize its construction contractors to install tiebacks and also to leave the shoring and tiebacks buried in place following completion of construction.
- (b) The City, Metro, OMSI, and WFC hereby grant Tri-Met the authority to authorize its construction contractors to install tiebacks that extend underground beyond the Station construction easement area and to leave shoring and/or the tiebacks buried in place following completion of construction, even if outside the Washington Park Station footprint area designated for permanent acquisition by Tri-Met under paragraph 1 of this Agreement. Tri-Met's authority hereunder is subject to the following conditions, to which Tri-Met agrees:
  - (i) Tiebacks extending outside the Station construction easement area shall not affect parking on the surface above the tiebacks; and
  - (ii) On final completion of construction, Tri-Met shall furnish the City and Metro with "as built" showing the location and nature of any tiebacks and/or shoring that have been left in place, for future reference by the City, Metro, OMSI, and WFC.

3. Washington Park Station Construction Easement.

- (a) The City, Metro, OMSI, and WFC hereby grant to Tri-Met an initial temporary construction easement for construction of the Washington Park Station covering the area marked as the "Limits of Construction Work Site Stage 0" as shown on Exhibit I attached hereto.

This easement, and a part of the easement provided for in paragraph 5 of this Agreement, shall be substituted for the Washington Park Station Temporary Construction Easements previously granted based on the City Agreement, the Metro Agreement, and the Quit Claim Deed, which previously granted easements shall no longer be effective.

- (b) Tri-Met's rights under subparagraph 3(a) shall commence September 6, 1994 and shall end June 30, 1997, except that Tri-Met may accelerate the commencement date, subject to the approval of Metro, City, OMSI, and WFC; and may make reasonable extensions of the ending date, as necessary or appropriate to provide for proper construction of the Station, following consultation with Metro, City, OMSI, and WFC. Tri-Met shall give Metro, City, OMSI, and WFC at least 7 days advance notice of any need to accelerate the commencement date.
- (c) Tri-Met may make adjustments in the area marked O on Exhibit I subject to the approval of Metro, City, OMSI, and WFC. Tri-Met shall give Metro, City, OMSI, and WFC at least 7 days advance notice of any need to make an adjustment.
- (d) The approvals referred to in subparagraphs 3(b) and 3(c) may be given by Sherry Sheng or an alternate designated by such person, for Metro; by John Sewell or an alternate designated by such person, for City; by Rod McDowell or an alternate designated by such person, for OMSI; and by Mark Reed or an alternate designated by such person, for WFC.
- (e) The terms of the temporary construction easement are as follows:
  - (i) Tri-Met and its agents, independent contractors, and invitees may use the easement area for station excavation and work areas for purposes of construction of the Washington Park Station and reconstruction of abutting parking lot areas for a public transportation system and its appurtenances and facilities.
  - (ii) Tri-Met shall have the right to restrict use of and access to the area or portions thereof during the temporary easement term to such persons as Tri-Met deems appropriate. Except as so restricted by Tri-Met, the parties hereto may use the areas as they deem appropriate provided that the use does not interfere with the rights granted to Tri-Met.

- (iii) Tri-Met agrees to indemnify and defend the parties hereto from any loss, claim, or liability arising in any manner out of Tri-Met's use of the easement.

4. Washington Park Station Access.

The City Agreement, Metro Agreement, and Quitclaim Deed provided an easement for access to the Washington Park Station both during construction and thereafter. The access easement area as described in those documents will be appropriate during most of the construction period, but will not be appropriate once Knight's Boulevard is realigned. The parties hereto agree that the portion of the Washington Park Station Access Easement over the present Knight's Boulevard shall be relocated to the new Knight's Boulevard when it is realigned and open to public traffic use. Except for this specific change, all other provisions of the Washington Park Station Access Easement shall remain in effect.

5. Parking Lot Improvement Project.

- (a) The Parking Lot Improvement Project will occur in coordination with the construction of the Washington Park Station. The City, Metro, OMSI, and WFC hereby grant to Tri-Met a temporary construction easement for the latter phase of construction of the Washington Park Station and for the Parking Lot Improvement Project covering the entire parking lot area, subject to the provisions of paragraph (b). The parking lot area, as referred to herein, is the area indicated on Exhibit J hereto.
- (b) The terms of the temporary construction easement are as follows:
  - (i) Tri-Met and its agents, independent contractors, and invitees shall use the easement area for purposes of construction of the Parking Lot Improvement Project and for work areas for purposes of the latter phases of construction of the Washington Park Station.
  - (ii) Subject to the limitations of paragraphs (iii) and (iv), and of any separate agreement between Tri-Met and Metro, City, OMSI or WFC regarding design and construction of the Parking Lot Project, Tri-Met shall have the right to restrict use of and access to the area or portions thereof during the temporary easement term to such persons as Tri-Met deems appropriate, except that Tri-Met at all

times shall maintain for vehicles reasonable driveway access to the Washington Park Zoo Conference Center and Veterinary Clinic and to WFC via its three service driveways. Except as restricted by Tri-Met, the parties hereto may use the areas as they deem appropriate provided that the use does not interfere with the rights granted to Tri-Met.

- (iii) Tri-Met at all times shall maintain at least 674 parking spaces in the parking lot area indicated on Exhibit H hereto (not counting spaces in the temporary parking area) available for visitors to the Metro Washington Park Zoo, City, OMSI, and WFC facilities throughout construction of the Washington Park Station and the Parking Lot Improvement Project, together with reasonable visitor access to the spaces and from the spaces to the facilities.
- (iv) In the carrying out of the Parking Lot Project, Tri-Met shall consult regularly with Metro, City, OMSI, and WFC regarding the phasing of construction and the traffic management plan with a view to management of parking and traffic during construction so as to assure that the minimum number of parking spaces specified in paragraph (iii) and reasonable visitor access to the spaces and from the spaces to the Metro Washington Park Zoo, OMSI, and WFC facilities are available at all times.
- (v) Notwithstanding the restrictions contained in subparagraph 5(b)(iii), Tri-Met from time-to-time may maintain less than 674 parking spaces provided that Tri-Met first has obtained written approval to do so from Metro, OMSI, and WFC. The written approvals may be given by the persons, or their designated alternates, identified in subparagraph 3(d).
- (vi) Tri-Met's current concept for phasing of construction is that construction will occur in 7 stages, as indicated in Exhibits K(1) through K(6) hereto, with the stages occurring on the following schedule:

K(1) September 6, 1994 to June 30, 1997	(Stage 0)
and October 1, 1996 to October 28, 1996	(Stage 1)
K(2) October 29, 1996 to December 10, 1996	(Stage 2)
K(3) December 26, 1996 to March 21, 1997	(Stage 3)
K(4) March 24, 1997 to June 16, 1997	(Stage 4)
K(5) June 17, 1997 to July 15, 1997	(Stage 5)
K(6) July 16, 1997 to August 12, 1997	(Stage 6)

This concept for phasing of construction is set out herein for information only and is not intended to create a binding obligation as to what the phasing will be.

- (vii) Tri-Met agrees to indemnify, hold harmless, and defend Metro, City, OMSI, and WFC (Indemnification Parties) from any loss or claim made by third parties including legal fees and costs of defending actions or suits, resulting directly or indirectly from Tri-Met's, or its contractors', subcontractors', agents', or employees' use of the easement, where the loss or claim is attributable wholly or in part to the negligence or other fault of Tri-Met or its contractors, subcontractors, agents, or employees. If the loss or claim is caused by the joint or concurrent negligence or other fault of one or more of the Indemnified Parties and Tri-Met or its contractors, subcontractors, agents, or employees, the resulting damages shall be borne by each in proportion to the degree of negligence or other fault attributable to each. This subparagraph shall be subject to any revisions that may be made to it in any separate agreement between Tri-Met and Metro, City, OMSI, or WFC regarding design and construction of the Parking Lot Project.

6. Temporary Parking Lot Access.

The City Agreement, Metro Agreement, and Quit Claim Deed provided a temporary easement for access to a temporary parking area (Washington Park Parking Access Easement). The access easement area as described in those documents will be appropriate during most of the construction period, but will not be appropriate once Knight's Boulevard is realigned. The parties hereto agree that the portion of the Washington Park Parking Access Easement over the present parking area perimeter road shall be relocated to the new Knight's Boulevard when it is realigned and open to public traffic use. The parties further agree that the City may substitute for the granted access alternate reasonably equivalent access approved in writing by Tri-Met, which approval shall not be unreasonably withheld. Except for these specific changes, all other provisions of the Washington Park Parking Access Easement shall remain in effect.

7. Continuing Effect of Prior Documents.

Except as expressly provided otherwise herein, the City Agreement, the Metro Agreement, and the Quit Claim Deed shall remain in full force and effect.



8. Effect on Parking Lot Lease.

Nothing in this Agreement shall be construed to amend or otherwise affect the existing rights, duties, and obligations of the City as lessor and Metro, OMSI, and WFC as lessees pursuant to the Parking Lot Lease Agreement entered into by City, Metro, OMSI, and WFC on April 10, 1978.

9. Final Design of Parking Lot Improvement Project.

The parties agree that this Agreement, including the Exhibits hereto, is not intended to establish the final design of the Parking Lot Improvement Project, and that the final design drawings for the Parking Lot Improvement Project may be different than the Exhibits hereto. The sole purposes of the Exhibits hereto related to the Parking Lot Improvement Project (Exhibits J and K(1) through K(6)) are to define the temporary construction easement area for the Parking Lot Improvement Project and to describe Tri-Met's current concept for phasing of construction of the latter phase of the Washington Park Station and of the Parking Lot Improvement Project.

DATED: \_\_\_\_\_

Approved as to Form:

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

\_\_\_\_\_  
Tri-Met Legal Counsel

By: \_\_\_\_\_  
General Manager

Approved as to Form:

CITY OF PORTLAND, OREGON

\_\_\_\_\_  
City Attorney

By: \_\_\_\_\_  
Commissioner of Public Safety

By: \_\_\_\_\_  
Auditor

Approved as to Form:

METRO

\_\_\_\_\_  
Metro Legal Counsel

By: \_\_\_\_\_  
Executive Officer

**OREGON MUSEUM OF SCIENCE  
AND INDUSTRY**

**By:** \_\_\_\_\_

**Its:** \_\_\_\_\_

**WORLD FORESTRY CENTER**

**By:** \_\_\_\_\_

**Its:** \_\_\_\_\_

## QUITCLAIM DEED

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantor, releases and quitclaims to CITY OF PORTLAND, OREGON, Grantee, all right, title, and interest in and to the following described real property:

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 17.50 feet right of TRI-MET "eastbound" Light Rail Track centerline station 877+23.63, said point being a point of non-tangent curvature (the radial line from which bears North 75° 00' 11" East); thence on a 603.00 foot radius curve right (the long chord of which bears North 13° 59' 06" West 21.30 feet) 21.30 feet; thence North 14° 48' 15" East 24.44 feet; thence North 1° 39' 05" West 95.84 feet; thence North 88° 20' 55" East 60.98 feet; thence South 46° 39' 04" East 24.40 feet; thence North 88° 20' 55" East 187.53 feet; thence North 43° 20' 55" East 23.69 feet; thence North 88° 02' 34" East 93.65 feet; thence South 1° 39' 05" East 64.44 feet; thence South 10° 39' 50" West 80.27 feet to a point of non-tangent curvature (the radial line from which bears South 11° 10' 33" West); thence on a 842.50 foot radius curve left (the long chord of which bears South 88° 47' 24" West 361.43 feet) 364.26 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the long chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a point of spiral curvature; thence on a spiral curve left

(the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the long chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the long chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927.

The parcel of land to which this description applies contains 1.021 acres, more or less, outside of the existing right of way.



## QUITCLAIM DEED

CITY OF PORTLAND, OREGON, Grantor, releases and quitclaims to TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantee, all right, title, and interest in and to the following described real property:

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 20.03 feet left of TRI-MET "eastbound" Light Rail Track centerline station 877+11.72; thence North 0° 32' 39" West 114.07; thence North 89° 27' 21" East 12.00 feet; thence South 0° 32' 39" East 6.02 feet; thence North 88° 13' 41" East 10.67 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears South 46° 41' 16" East 7.07 feet) 7.86 feet; thence South 1° 36' 13" East 15.03 feet; thence North 88° 20' 47" East 59.50 feet; thence North 1° 36' 13" West 13.51 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North 43° 28' 39" East 3.54 feet) 3.93 feet; thence North 88° 33' 31" East 6.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South 46° 31' 21" East 3.53 feet) 3.92 feet; thence South 1° 36' 13" East 13.46 feet; thence North 88° 20' 56" East 25.50 feet; thence North 1° 36' 13" West 15.97 feet; thence North 88° 20' 56" East 34.00 feet to a point of non-tangent curvature; thence on a 6.50-foot radius curve right (the chord of which bears North 34° 19' 00" East 7.63 feet) 8.15 feet to a point of compound curvature; thence on a 70.99-foot radius curve right (the chord of which bears North 88° 19' 02" East 44.06 feet) 44.80 feet to a point of compound curvature; thence on a 6.49-foot radius curve right (the chord of which bears South 37° 36' 12" East 7.63 feet) 8.16 feet; thence South 1° 36' 13" East 16.02 feet; thence North 88° 20' 36" East 76.50 feet; thence North 1° 36' 13" West 13.48 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North 43° 12' 27" East 3.52 feet) 3.91 feet; thence North 88° 01' 07" East 3.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South 46° 47' 33" East 3.54 feet) 3.94 feet; thence South 1° 36' 13" East 13.45 feet; thence North 88° 21' 44" East 76.50 feet; thence North 1° 36' 13" West 15.30 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North 43° 38' 43" East 3.55 feet) 3.94 feet; thence North 88° 53' 38" East 12.29 feet to a point of non-tangent curvature; thence on a 69.86-foot radius curve left (the chord of which bears North 20° 13' 59" West 62.43 feet) 64.72 feet; thence South 44° 42' 45" West 14.85 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears North 77° 00' 15" West 8.49 feet) 10.15 feet; thence North 18° 43' 15" West 1.58 feet to a point of curvature; thence on a 10.00-foot radius curve right (the chord of which bears North 26° 03' 20" East 14.09 feet) 15.63 feet; thence North 70° 49' 54" East 5.28 feet to a point of curvature; thence on a 24.99-foot radius curve right (the chord of which bears South 72° 25' 17" East 29.90 feet) 32.06 feet to a point of compound curvature; thence on a 92.99-foot radius curve right (the chord of which bears South 16° 49' 23" East 60.09 feet) 61.19 feet; thence South 2° 01' 41" West 42.17 feet to a point of curvature; thence on a 200.00-foot radius curve right (the chord of which bears South 7° 57' 23" West 41.31 feet) 41.39 feet; thence South 13° 53' 05" West 54.60 feet to a point of curvature; thence on a 25.00-foot radius curve right (the chord of which bears South 55° 26' 19" West 33.17

feet) 36.26 feet to a point of reverse curvature; thence on a 1,111.56-foot radius curve left (the chord of which bears South 88° 34' 05" West 325.71 feet) 326.89 feet to a point of reverse curvature; thence on a 25.00-foot radius curve right (the chord of which bears North 47° 28' 33" West 39.60 feet) 45.71 feet to a point of reverse curvature; thence on a 214.00-foot radius curve left (the chord of which bears North 2° 10' 50" East 20.35 feet) 20.35 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927, North Zone.

The parcel of land to which this description applies contains 1.270 acres, more or less, outside of the existing right of way.

The true consideration for this conveyance is the prior conveyance by Grantee to Grantor of nearly the same, but slightly different, real property in order to correct the boundaries of property to be owned by Grantee.

Done by ordinance of the Grantor's governing body on \_\_\_\_\_, 1994.

CITY OF PORTLAND, OREGON

By \_\_\_\_\_  
Commissioner of Public Safety

By \_\_\_\_\_  
Auditor

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

STATE OF OREGON )  
County of Multnomah ) ss.

This instrument was acknowledged before me on this \_\_\_\_\_ day of \_\_\_\_\_, 1994, by Charlie Hales and Barbara Clark as Commissioner of Public Safety and Auditor of the City of Portland.

\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires: \_\_\_\_\_

Grantor's Name and Address:

City of Portland  
c/o City Auditor  
Room 202  
1220 SW Fifth Avenue  
Portland, OR 97204

Grantee's Name and Address:

Tri-Met  
c/o Tom Walsh  
General Manager, Tri-Met  
4012 S.E. 17th Avenue  
Portland, OR 97202

After recording return to:

Tom Walsh  
General Manager, Tri-Met  
4012 S.E. 17th Avenue  
Portland, OR 97202

Until requested otherwise, send all tax statements to:

Tri-Met  
c/o Tom Walsh  
General Manager, Tri-Met  
4012 S.E. 17th Avenue  
Portland, OR 97202

STATE OF OREGON, )  
County of Multnomah ) ss.

space reserved  
for  
recorder's use

I certify that the within instrument was received for record on the \_\_\_\_\_ day of \_\_\_\_\_, 1994, at \_\_\_\_\_ o'clock \_\_\_\_\_ M., and recorded in book/reel/volume No. \_\_\_\_\_, Record of Deeds of said County.

Witness my hand and seal of County affixed.

\_\_\_\_\_  
Name Title

By \_\_\_\_\_



## QUITCLAIM DEED

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantor, releases and quitclaims to METRO, Grantee, that same interest to the following described real property as was quitclaimed by Grantee to Grantor by item 1 of that Quitclaim Deed dated June 9, 1993:

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 17.50 feet right of TRI-MET "eastbound" Light Rail Track centerline station 877+23.63, said point being a point of non-tangent curvature (the radial line from which bears North 75° 00' 11" East); thence on a 603.00 foot radius curve right (the long chord of which bears North 13° 59' 06" West 21.30 feet) 21.30 feet; thence North 14° 48' 15" East 24.44 feet; thence North 1° 39' 05" West 95.84 feet; thence North 88° 20' 55" East 60.98 feet; thence South 46° 39' 04" East 24.40 feet; thence North 88° 20' 55" East 187.53 feet; thence North 43° 20' 55" East 23.69 feet; thence North 88° 02' 34" East 93.65 feet; thence South 1° 39' 05" East 64.44 feet; thence South 10° 39' 50" West 80.27 feet to a point of non-tangent curvature (the radial line from which bears South 11° 10' 33" West); thence on a 842.50 foot radius curve left (the long chord of which bears South 88° 47' 24" West 361.43 feet) 364.26 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the long chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a

point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the long chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the long chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927.

The parcel of land to which this description applies contains 1.021 acres, more or less, outside of the existing right of way.

The true consideration for this conveyance is the subsequent quitclaim by Grantee to Grantor of nearly the same but slightly different, real property in order to correct the boundaries of property to be owned by Grantor.

Dated: \_\_\_\_\_, 1994.

TRI-COUNTY METROPOLITAN TRANSPORTATION  
DISTRICT OF OREGON

By \_\_\_\_\_  
Tom Walsh, General Manager

STATE OF OREGON            )  
County of Multnomah    ) ss.

This instrument was acknowledged before me on  
this \_\_\_\_\_ day of

\_\_\_\_\_, 1994, by  
Tom Walsh as General Manager of the Tri-  
County Metropolitan Transportation District  
of Oregon.

\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires: \_\_\_\_\_

## QUITCLAIM DEED

METRO OREGON, Grantor, releases and quitclaims to TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantee, all right, title, and interest in and to the following described real property:

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 20.03 feet left of TRI-MET "eastbound" Light Rail Track centerline station 877+11.72; thence North  $0^{\circ} 32' 39''$  West 114.07; thence North  $89^{\circ} 27' 21''$  East 12.00 feet; thence South  $0^{\circ} 32' 39''$  East 6.02 feet; thence North  $88^{\circ} 13' 41''$  East 10.67 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears South  $46^{\circ} 41' 16''$  East 7.07 feet) 7.86 feet; thence South  $1^{\circ} 36' 13''$  East 15.03 feet; thence North  $88^{\circ} 20' 47''$  East 59.50 feet; thence North  $1^{\circ} 36' 13''$  West 13.51 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North  $43^{\circ} 28' 39''$  East 3.54 feet) 3.93 feet; thence North  $88^{\circ} 33' 31''$  East 6.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South  $46^{\circ} 31' 21''$  East 3.53 feet) 3.92 feet; thence South  $1^{\circ} 36' 13''$  East 13.46 feet; thence North  $88^{\circ} 20' 56''$  East 25.50 feet; thence North  $1^{\circ} 36' 13''$  West 15.97 feet; thence North  $88^{\circ} 20' 56''$  East 34.00 feet to a point of non-tangent curvature; thence on a 6.50-foot radius curve right (the chord of which bears North  $34^{\circ} 19' 00''$  East 7.63 feet) 8.15 feet to a point of compound curvature; thence on a 70.99-foot radius curve right (the chord of which bears North  $88^{\circ} 19' 02''$  East 44.06 feet) 44.80 feet to a point of compound curvature; thence on a 6.49-foot radius curve right (the chord of which bears South  $37^{\circ} 36' 12''$  East 7.63 feet) 8.16 feet; thence South  $1^{\circ} 36' 13''$  East 16.02 feet; thence North  $88^{\circ} 20' 36''$  East 76.50 feet; thence North  $1^{\circ} 36' 13''$  West 13.48 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North  $43^{\circ} 12' 27''$  East 3.52 feet) 3.91 feet; thence North  $88^{\circ} 01' 07''$  East 3.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South  $46^{\circ} 47' 33''$  East 3.54 feet) 3.94 feet; thence South  $1^{\circ} 36' 13''$  East 13.45 feet; thence North  $88^{\circ} 21' 44''$  East 76.50 feet; thence North  $1^{\circ} 36' 13''$  West 15.30 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North  $43^{\circ} 38' 43''$  East 3.55 feet) 3.94 feet; thence North  $88^{\circ} 53' 38''$  East 12.29 feet to a point of non-tangent curvature; thence on a 69.86-foot radius curve left (the chord of which bears North  $20^{\circ} 13' 59''$  West 62.43 feet) 64.72 feet; thence South  $44^{\circ} 42' 45''$  West 14.85 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears North  $77^{\circ} 00' 15''$  West 8.49 feet) 10.15 feet; thence North  $18^{\circ} 43' 15''$  West 1.58 feet to a point of curvature; thence on a 10.00-foot radius curve right (the chord of which bears North  $28^{\circ} 03' 20''$  East 14.09 feet) 15.63 feet; thence North  $70^{\circ} 49' 54''$  East 5.28 feet to a point of curvature; thence on a 24.99-foot radius curve right (the chord of which bears South  $72^{\circ} 25' 17''$  East 29.90 feet) 32.06 feet to a point of compound curvature; thence on a 92.99-foot radius curve right (the chord of which bears South  $16^{\circ} 49' 23''$  East 60.09 feet) 61.19 feet; thence South  $2^{\circ} 01' 41''$  West 42.17 feet to a point of curvature; thence on a 200.00-foot radius curve right (the chord of which bears South  $7^{\circ} 57' 23''$  West 41.31 feet) 41.39 feet; thence South  $13^{\circ} 53' 05''$  West 54.60 feet to a point of curvature; thence on a 25.00-foot radius curve right (the chord of which bears South  $55^{\circ} 26' 19''$  West 33.17

feet) 36.26 feet to a point of reverse curvature; thence on a 1,111.56-foot radius curve left (the chord of which bears South 88° 34' 05" West 325.71 feet) 326.89 feet to a point of reverse curvature; thence on a 25.00-foot radius curve right (the chord of which bears North 47° 28' 33" West 39.60 feet) 45.71 feet to a point of reverse curvature; thence on a 214.00-foot radius curve left (the chord of which bears North 2° 10' 50" East 20.35 feet) 20.35 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927, North Zone.

The parcel of land to which this description applies contains 1.270 acres, more or less, outside of the existing right of way.

The true consideration for this conveyance is the prior quitclaim by Grantee to Grantor of nearly the same, but slightly different, real property in order to correct the boundaries of property to be owned by Grantee.

METRO

By \_\_\_\_\_  
Metro Executive

STATE OF OREGON            )  
County of Multnomah ) ss.

This instrument was acknowledged  
before me on this \_\_\_\_\_ day of  
\_\_\_\_\_, 1994, by  
Rena Cusma as Metro Executive.

\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires: \_\_\_\_\_

## QUITCLAIM DEED

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantor, releases and quitclaims to OREGON MUSEUM OF SCIENCE AND INDUSTRY, Grantee, that same interest to the following described real property as was quitclaimed by Grantee to Grantor by item 1 of that Quitclaim Deed dated May 12, 1993:

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 17.50 feet right of TRI-MET "eastbound" Light Rail Track centerline station 877+23.63, said point being a point of non-tangent curvature (the radial line from which bears North 75° 00' 11" East); thence on a 603.00 foot radius curve right (the long chord of which bears North 13° 59' 06" West 21.30 feet) 21.30 feet; thence North 14° 48' 15" East 24.44 feet; thence North 1° 39' 05" West 95.84 feet; thence North 88° 20' 55" East 60.98 feet; thence South 46° 39' 04" East 24.40 feet; thence North 88° 20' 55" East 187.53 feet; thence North 43° 20' 55" East 23.69 feet; thence North 88° 02' 34" East 93.65 feet; thence South 1° 39' 05" East 64.44 feet; thence South 10° 39' 50" West 80.27 feet to a point of non-tangent curvature (the radial line from which bears South 11° 10' 33" West); thence on a 842.50 foot radius curve left (the long chord of which bears South 88° 47' 24" West 361.43 feet) 364.26 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the long chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a

point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the long chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the long chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927.

The parcel of land to which this description applies contains 1.021 acres, more or less, outside of the existing right of way.

The true consideration for this conveyance is the subsequent quitclaim by Grantee to Grantor of nearly the same but slightly different, real property in order to correct the boundaries of property to be owned by Grantor.

Dated: \_\_\_\_\_, 1994.

TRI-COUNTY METROPOLITAN TRANSPORTATION  
DISTRICT OF OREGON

By \_\_\_\_\_  
Tom Walsh, General Manager

STATE OF OREGON            )  
County of Multnomah    ) ss.

This instrument was acknowledged before me on  
this \_\_\_\_\_ day of

\_\_\_\_\_, 1994, by  
Tom Walsh as General Manager of the Tri-  
County Metropolitan Transportation District  
of Oregon.

\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires: \_\_\_\_\_

## QUITCLAIM DEED

OREGON MUSEUM OF SCIENCE AND INDUSTRY, Grantor, releases and quitclaims to TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantee, all right, title, and interest in and to the following described real property:

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 20.03 feet left of TRI-MET "eastbound" Light Rail Track centerline station 877+11.72; thence North  $0^{\circ} 32' 39''$  West 114.07; thence North  $89^{\circ} 27' 21''$  East 12.00 feet; thence South  $0^{\circ} 32' 39''$  East 6.02 feet; thence North  $88^{\circ} 13' 41''$  East 10.67 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears South  $46^{\circ} 41' 16''$  East 7.07 feet) 7.86 feet; thence South  $1^{\circ} 36' 13''$  East 15.03 feet; thence North  $88^{\circ} 20' 47''$  East 59.50 feet; thence North  $1^{\circ} 36' 13''$  West 13.51 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North  $43^{\circ} 28' 39''$  East 3.54 feet) 3.93 feet; thence North  $88^{\circ} 33' 31''$  East 6.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South  $46^{\circ} 31' 21''$  East 3.53 feet) 3.92 feet; thence South  $1^{\circ} 36' 13''$  East 13.46 feet; thence North  $88^{\circ} 20' 56''$  East 25.50 feet; thence North  $1^{\circ} 36' 13''$  West 15.97 feet; thence North  $88^{\circ} 20' 56''$  East 34.00 feet to a point of non-tangent curvature; thence on a 6.50-foot radius curve right (the chord of which bears North  $34^{\circ} 19' 00''$  East 7.63 feet) 8.15 feet to a point of compound curvature; thence on a 70.99-foot radius curve right (the chord of which bears North  $88^{\circ} 19' 02''$  East 44.06 feet) 44.80 feet to a point of compound curvature; thence on a 6.49-foot radius curve right (the chord of which bears South  $37^{\circ} 36' 12''$  East 7.63 feet) 8.16 feet; thence South  $1^{\circ} 36' 13''$  East 16.02 feet; thence North  $88^{\circ} 20' 36''$  East 76.50 feet; thence North  $1^{\circ} 36' 13''$  West 13.48 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North  $43^{\circ} 12' 27''$  East 3.52 feet) 3.91 feet; thence North  $88^{\circ} 01' 07''$  East 3.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South  $46^{\circ} 47' 33''$  East 3.54 feet) 3.94 feet; thence South  $1^{\circ} 36' 13''$  East 13.45 feet; thence North  $88^{\circ} 21' 44''$  East 76.50 feet; thence North  $1^{\circ} 36' 13''$  West 15.30 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North  $43^{\circ} 38' 43''$  East 3.55 feet) 3.94 feet; thence North  $88^{\circ} 53' 38''$  East 12.29 feet to a point of non-tangent curvature; thence on a 69.86-foot radius curve left (the chord of which bears North  $20^{\circ} 13' 59''$  West 62.43 feet) 64.72 feet; thence South  $44^{\circ} 42' 45''$  West 14.85 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears North  $77^{\circ} 00' 15''$  West 8.49 feet) 10.15 feet; thence North  $18^{\circ} 43' 15''$  West 1.58 feet to a point of curvature; thence on a 10.00-foot radius curve right (the chord of which bears North  $26^{\circ} 03' 20''$  East 14.09 feet) 15.63 feet; thence North  $70^{\circ} 49' 54''$  East 5.28 feet to a point of curvature; thence on a 24.99-foot radius curve right (the chord of which bears South  $72^{\circ} 25' 17''$  East 29.90 feet) 32.06 feet to a point of compound curvature; thence on a 92.99-foot radius curve right (the chord of which bears South  $16^{\circ} 49' 23''$  East 60.09 feet) 61.19 feet; thence South  $2^{\circ} 01' 41''$  West 42.17 feet to a point of curvature; thence on a 200.00-foot radius curve right (the chord of which bears South  $7^{\circ} 57' 23''$  West 41.31 feet) 41.39 feet; thence South  $13^{\circ} 53' 05''$  West 54.60 feet to a point of curvature; thence on a



25.00-foot radius curve right (the chord of which bears South 55° 26' 19" West 33.17 feet) 36.26 feet to a point of reverse curvature; thence on a 1,111.56-foot radius curve left (the chord of which bears South 88° 34' 05" West 325.71 feet) 326.89 feet to a point of reverse curvature; thence on a 25.00-foot radius curve right (the chord of which bears North 47° 28' 33" West 39.60 feet) 45.71 feet to a point of reverse curvature; thence on a 214.00-foot radius curve left (the chord of which bears North 2° 10' 50" East 20.35 feet) 20.35 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927, North Zone.

The parcel of land to which this description applies contains 1.270 acres, more or less, outside of the existing right of way.

The true consideration for this conveyance is the prior quitclaim by Grantee to Grantor of nearly the same, but slightly different, real property in order to correct the boundaries of property to be owned by Grantee.

OREGON MUSEUM OF SCIENCE AND  
INDUSTRY

By \_\_\_\_\_

Title \_\_\_\_\_

STATE OF OREGON            )  
County of Multnomah    ) ss.

This instrument was acknowledged  
before me on this \_\_\_\_\_ day of  
\_\_\_\_\_, 1994, by  
\_\_\_\_\_ as  
\_\_\_\_\_ of  
Oregon Museum of Science and  
Industry.

\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires: \_\_\_\_\_

## QUITCLAIM DEED

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantor, releases and quitclaims to WORLD FORESTRY CENTER, Grantee, that same interest to the following described real property as was quitclaimed by Grantee to Grantor by item 1 of that Quitclaim Deed dated \_\_\_\_\_ :

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 17.50 feet right of TRI-MET "eastbound" Light Rail Track centerline station 877+23.63, said point being a point of non-tangent curvature (the radial line from which bears North 75° 00' 11" East); thence on a 603.00 foot radius curve right (the long chord of which bears North 13° 59' 06" West 21.30 feet) 21.30 feet; thence North 14° 48' 15" East 24.44 feet; thence North 1° 39' 05" West 95.84 feet; thence North 88° 20' 55" East 60.98 feet; thence South 46° 39' 04" East 24.40 feet; thence North 88° 20' 55" East 187.53 feet; thence North 43° 20' 55" East 23.69 feet; thence North 88° 02' 34" East 93.65 feet; thence South 1° 39' 05" East 64.44 feet; thence South 10° 39' 50" West 80.27 feet to a point of non-tangent curvature (the radial line from which bears South 11° 10' 33" West); thence on a 842.50 foot radius curve left (the long chord of which bears South 88° 47' 24" West 361.43 feet) 364.26 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the long chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a

point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the long chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the long chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927.

The parcel of land to which this description applies contains 1.021 acres, more or less, outside of the existing right of way.

The true consideration for this conveyance is the subsequent quitclaim by Grantee to Grantor of nearly the same but slightly different, real property in order to correct the boundaries of property to be owned by Grantor.

Dated: \_\_\_\_\_, 1994.

TRI-COUNTY METROPOLITAN TRANSPORTATION  
DISTRICT OF OREGON

By \_\_\_\_\_  
Tom Walsh, General Manager

STATE OF OREGON            )  
County of Multnomah    ) ss.

This instrument was acknowledged before me on  
this \_\_\_\_\_ day of

\_\_\_\_\_, 1994, by  
Tom Walsh as General Manager of the Tri-  
County Metropolitan Transportation District  
of Oregon.

\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires: \_\_\_\_\_

## QUITCLAIM DEED

WORLD FORESTRY CENTER, Grantor, releases and quitclaims to TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON, Grantee, all right, title, and interest in and to the following described real property:

A parcel of land lying in the Southwest one-quarter of Section 5, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon and, being a portion of those properties conveyed to the City of Portland as described in Multnomah County Assessors Records Account No. 99105-0350, being more particularly described as follows:

Beginning at a point 20.03 feet left of TRI-MET "eastbound" Light Rail Track centerline station 877+11.72; thence North 0° 32' 39" West 114.07; thence North 89° 27' 21" East 12.00 feet; thence South 0° 32' 39" East 6.02 feet; thence North 88° 13' 41" East 10.67 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears South 46° 41' 16" East 7.07 feet) 7.86 feet; thence South 1° 36' 13" East 15.03 feet; thence North 88° 20' 47" East 59.50 feet; thence North 1° 36' 13" West 13.51 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North 43° 28' 39" East 3.54 feet) 3.93 feet; thence North 88° 33' 31" East 6.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South 46° 31' 21" East 3.53 feet) 3.92 feet; thence South 1° 36' 13" East 13.46 feet; thence North 88° 20' 56" East 25.50 feet; thence North 1° 36' 13" West 15.97 feet; thence North 88° 20' 56" East 34.00 feet to a point of non-tangent curvature; thence on a 6.50-foot radius curve right (the chord of which bears North 34° 19' 00" East 7.63 feet) 8.15 feet to a point of compound curvature; thence on a 70.99-foot radius curve right (the chord of which bears North 88° 19' 02" East 44.06 feet) 44.80 feet to a point of compound curvature; thence on a 6.49-foot radius curve right (the chord of which bears South 37° 36' 12" East 7.63 feet) 8.16 feet; thence South 1° 36' 13" East 16.02 feet; thence North 88° 20' 36" East 76.50 feet; thence North 1° 36' 13" West 13.48 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North 43° 12' 27" East 3.52 feet) 3.91 feet; thence North 88° 01' 07" East 3.01 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears South 46° 47' 33" East 3.54 feet) 3.94 feet; thence South 1° 36' 13" East 13.45 feet; thence North 88° 21' 44" East 76.50 feet; thence North 1° 36' 13" West 15.30 feet to a point of curvature; thence on a 2.50-foot radius curve right (the chord of which bears North 43° 38' 43" East 3.55 feet) 3.94 feet; thence North 88° 53' 38" East 12.29 feet to a point of non-tangent curvature; thence on a 69.86-foot radius curve left (the chord of which bears North 20° 13' 59" West 62.43 feet) 64.72 feet; thence South 44° 42' 45" West 14.85 feet to a point of curvature; thence on a 4.99-foot radius curve right (the chord of which bears North 77° 00' 15" West 8.49 feet) 10.15 feet; thence North 18° 43' 15" West 1.58 feet to a point of curvature; thence on a 10.00-foot radius curve right (the chord of which bears North 26° 03' 20" East 14.09 feet) 15.63 feet; thence North 70° 49' 54" East 5.28 feet to a point of curvature; thence on a 24.99-foot radius curve right (the chord of which bears South 72° 25' 17" East 29.90 feet) 32.06 feet to a point of compound curvature; thence on a 92.99-foot radius curve right (the chord of which bears South 16° 49' 23" East 60.09 feet) 61.19 feet; thence South 2° 01' 41" West 42.17 feet to a point of curvature; thence on a 200.00-foot radius curve right (the chord of which bears South 7° 57' 23" West 41.31 feet) 41.39 feet; thence South 13° 53' 05" West 54.60 feet to a point of curvature; thence on a 25.00-foot radius curve right (the chord of which bears South 55° 26' 19" West 33.17

feet) 36.26 feet to a point of reverse curvature; thence on a 1,111.56-foot radius curve left (the chord of which bears South 88° 34' 05" West 325.71 feet) 326.89 feet to a point of reverse curvature; thence on a 25.00-foot radius curve right (the chord of which bears North 47° 28' 33" West 39.60 feet) 45.71 feet to a point of reverse curvature; thence on a 214.00-foot radius curve left (the chord of which bears North 2° 10' 50" East 20.35 feet) 20.35 feet to the point of beginning.

The centerline of the TRI-MET "eastbound" Light Rail Track (LRT) referred to hereinabove is described as follows:

Beginning at TRI-MET "eastbound" Light Rail Track (LRT) centerline station 870+07.20, said station being South 2,954.90 feet and West 4,832.65 feet of a stone with chiseled "X" found in a monument box in the driveway to Reservoir #4, said stone also being at the intersection of the Subdivision line of the Thomas Carter D.L.C. and the north line of S.W. Jefferson Street extended west, said stone also being 295.5 feet west of the S.E. corner City Park as it is shown on Map G8/39 (Multnomah County Survey Records); thence South 85° 43' 39" East 199.02 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears South 86° 08' 28" East 130.00 feet) 130.00 feet; thence on a 3,000.00 foot radius curve left (the chord of which bears South 88° 41' 22" East 180.15 feet) 180.18 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 88° 45' 45" East 130.00 feet) 130.00 feet to a point of tangency; thence North 88° 20' 55" East 441.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 87° 50' 14" East 150.00 feet) 150.00 feet; thence on a 2,800.00 foot radius curve left (the chord of which bears North 75° 48' 21" East 1,069.31 feet) 1,075.92 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 63° 46' 28" East 150.00 feet) 150.00 feet to a point of tangency; thence North 63° 15' 47" East 1,818.86 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 62° 44' 16" East 110.00 feet) 110.00 feet; thence on a 2,000.00 foot radius curve left (the chord of which bears North 37° 28' 11" East 1,640.81 feet) 1,690.70 feet to a point of spiral curvature; thence on a spiral curve left (the long chord of which bears North 12° 12' 06" East 110.00 feet) 110.00 feet to a point of tangency; thence North 11° 40' 36" East 55.10 feet to LRT station 932+48.85 and the end of said centerline description.

Bearings are based upon the Oregon Coordinate System of 1927, North Zone.

The parcel of land to which this description applies contains 1.270 acres, more or less, outside of the existing right of way.

The true consideration for this conveyance is the prior quitclaim by Grantee to Grantor of nearly the same, but slightly different, real property in order to correct the boundaries of property to be owned by Grantee.

WORLD FORESTRY CENTER

By \_\_\_\_\_

Title \_\_\_\_\_

STATE OF OREGON            )  
County of Multnomah    ) ss.

This instrument was acknowledged  
before me on this \_\_\_\_\_ day of  
\_\_\_\_\_, 1994, by  
\_\_\_\_\_ as  
\_\_\_\_\_ of  
World Forestry Center.

\_\_\_\_\_  
Notary Public for Oregon  
My Commission expires: \_\_\_\_\_



CONSTRUCTION WORK SITE COORDINATE POINTS:

POINT NO	NORTHING	EASTING	POINT NO	NORTHING	EASTING
1	680255.63	1431980.92	19	680011.19	1432319.51
2	680264.57	1432006.93	20	680039.62	1432400.76
3	680299.51	1432108.59	21	680020.48	1432419.88
4	680283.69	1432114.12	22	680068.68	1432437.35
5	680365.48	1432347.63	23	680255.21	1432444.74
6	680342.45	1432381.01	24	680358.93	1432392.34
7	680115.26	1432428.12	25	680381.88	1432358.96
8	680072.55	1432298.04	26	680301.05	1432166.03
9	680055.46	1432249.21	27	680317.90	1432168.42
10	680111.13	1432229.73			
11	680046.65	1432048.45			
12	680066.77	1432048.53			
13	680052.21	1432015.98			
14	680110.09	1431998.06			
15	680128.61	1431994.64			
16	680025.88	1432052.69			
17	680072.77	1432186.72			
18	680037.87	1432198.93			

- ① LIMITS OF CONSTRUCTION WORK SITE STAGE B.
- ② LIMITS OF EXPANDED CONSTRUCTION WORK SITE LIMITS STAGE 1
- ③ CONSTRUCTION WORK SITE AREAS OUTSIDE OF STAGE 1 TO FACILITATE - PARKING LOT IMPROVEMENT CONSTRUCTION. SEE DRAWINGS CS8483 THROUGH CS8489.
- ④ PERMANENT ACCESS EASEMENT.

$\Delta = 27^{\circ} 19' 04''$   
 $R = 629.00'$   
 $L = 243.91'$   
 $LC = S 8^{\circ} 50' 00'' E$   
 $243.47'$

$\Delta = 19^{\circ} 47' 17''$   
 $R = 663.00'$   
 $L = 286.26'$   
 $LC = S 12^{\circ} 32' 27'' E$   
 $287.22'$

$\Delta = 45^{\circ} 51'$   
 $R = 5620.0000'$   
 $L = 19.0000'$   
 $LC = S 18^{\circ} 20' 33'' E$   
 $64.3400'$

$\Delta = 31^{\circ} 08' 38''$   
 $R = 620.0000'$   
 $L = 64.0722'$   
 $LC = S 18^{\circ} 20' 33'' E$   
 $64.3400'$

APPROXIMATE LIMITS OF EXCAVATION SHORING

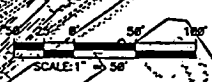
$\Delta = 57^{\circ} 27' 52''$   
 $R = 471.84'$   
 $L = 471.26'$   
 $LC = N 20^{\circ} 46' 00'' W$   
 $116.29'$

$\Delta = 57^{\circ} 27' 52''$   
 $R = 471.84'$   
 $L = 471.26'$   
 $LC = N 20^{\circ} 46' 00'' W$   
 $116.29'$

$\Delta = 47^{\circ} 31' 33''$   
 $R = 648.55'$   
 $L = 443.25'$   
 $LC = N 13^{\circ} 20' 07'' E$   
 $433.11'$

MATCH LINE

SEE DRAWING - CS8481



NO.	DATE	BY	APPR.	REVISIONS

JAC	08-14-03	DATE
DRO	08-26-03	DATE
RLB	12-17-03	DATE
JAC	12-23-03	DATE



TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

**PARSONS BRINCKERHOFF**  
 CIVIL ENGINEERING  
 719 N.E. Holladay, Portland, OR 97232

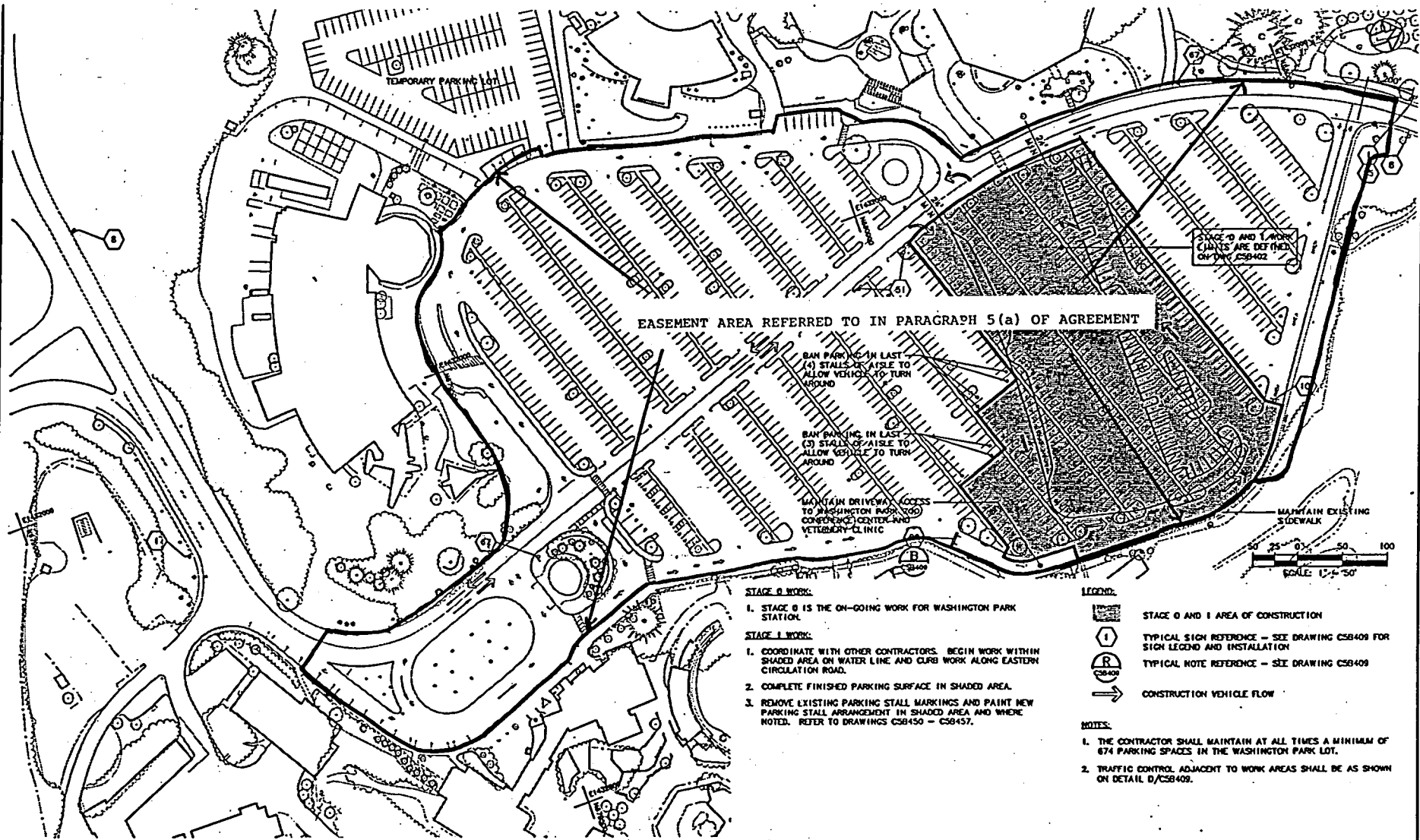
**TRI-MET**

WESTSIDE CORRIDOR PROJECT  
 LINE SECTION 5B  
 WASHINGTON PARK STATION  
 CONSTRUCTION WORK SITE PLAN - 2

SCALE: \_\_\_\_\_ DRAWING NO: \_\_\_\_\_ CONTRACT NO: \_\_\_\_\_ SHEET NO: 1 of 1



1  
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- STAGE 0 WORK:**
1. STAGE 0 IS THE ON-GOING WORK FOR WASHINGTON PARK STATION.
- STAGE 1 WORK:**
1. COORDINATE WITH OTHER CONTRACTORS. BEGIN WORK WITHIN SHADED AREA ON WATER LINE AND CURB WORK ALONG EASTERN CIRCULATION ROAD.
  2. COMPLETE FINISHED PARKING SURFACE IN SHADED AREA.
  3. REMOVE EXISTING PARKING STALL MARKINGS AND PAINT NEW PARKING STALL ARRANGEMENT IN SHADED AREA AND WHERE NOTED. REFER TO DRAWINGS C5B450 - C5B457.

- LEGEND:**
- [Hatched Area] STAGE 0 AND I AREA OF CONSTRUCTION
  - (I) TYPICAL SIGN REFERENCE - SEE DRAWING C5B409 FOR SIGN LEGEND AND INSTALLATION
  - (R) TYPICAL NOTE REFERENCE - SEE DRAWING C5B409
  - [Arrow] CONSTRUCTION VEHICLE FLOW

- NOTES:**
1. THE CONTRACTOR SHALL MAINTAIN AT ALL TIMES A MINIMUM OF 674 PARKING SPACES IN THE WASHINGTON PARK LOT.
  2. TRAFFIC CONTROL ADJACENT TO WORK AREAS SHALL BE AS SHOWN ON DETAIL D/C5B409.

NO.	DATE	BY	APPROV.	REVISIONS

11/29/93 DATE  
M.D. TESTERBY  
12/01/93 DATE  
RRZ  
12/10/93 DATE  
VJA  
12/23/93 DATE  
SF

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

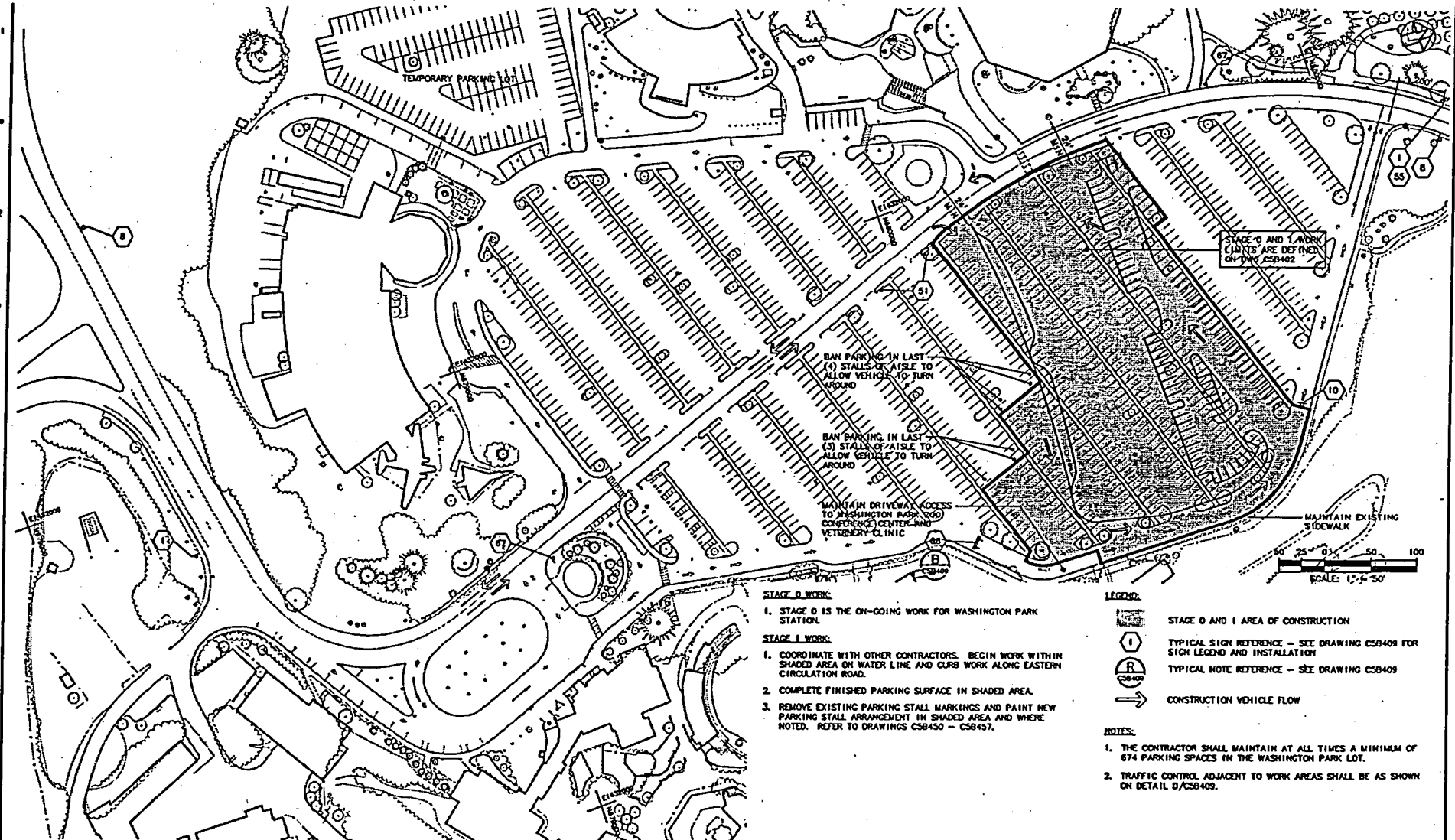
BRW  
12/23/93

TRI-MET

WESTSIDE CORRIDOR PROJECT  
LINE SECTION 5B  
WASHINGTON PARK STATION  
CONSTRUCTION STAGING / MAINTENANCE OF  
TRAFFIC PLAN - STAGE 0 AND I

SCALE: 1"=50'  
DRAWING NO.: C5B403  
CONTRACT NO.: W00501  
SHEET NO.:

61092015



- STAGE 0 WORK:**
1. STAGE 0 IS THE ON-GOING WORK FOR WASHINGTON PARK STATION.
- STAGE 1 WORK:**
1. COORDINATE WITH OTHER CONTRACTORS. BEGIN WORK WITHIN SHADED AREA ON WATER LINE AND CURB WORK ALONG EASTERN CIRCULATION ROAD.
  2. COMPLETE FINISHED PARKING SURFACE IN SHADED AREA.
  3. REMOVE EXISTING PARKING STALL MARKINGS AND PAINT NEW PARKING STALL ARRANGEMENT IN SHADED AREA AND WHERE NOTED. REFER TO DRAWINGS C5B450 - C5B457.

- LEGEND:**
- STAGE 0 AND I AREA OF CONSTRUCTION
  - TYPICAL SIGN REFERENCE - SEE DRAWING C5B409 FOR SIGN LEGEND AND INSTALLATION
  - TYPICAL NOTE REFERENCE - SEE DRAWING C5B409
  - CONSTRUCTION VEHICLE FLOW

- NOTES:**
1. THE CONTRACTOR SHALL MAINTAIN AT ALL TIMES A MINIMUM OF 674 PARKING SPACES IN THE WASHINGTON PARK LOT.
  2. TRAFFIC CONTROL ADJACENT TO WORK AREAS SHALL BE AS SHOWN ON DETAIL D/C5B409.

NO.	DATE	BY	APPV.	REVISIONS

M.L.D.	11/29/93
REVISION	DATE
M.R.Z.	12/01/93
DATE	
V.M.A.	12/10/93
DESIGN	DATE
S.P.	12/23/93
PROJECT	DATE



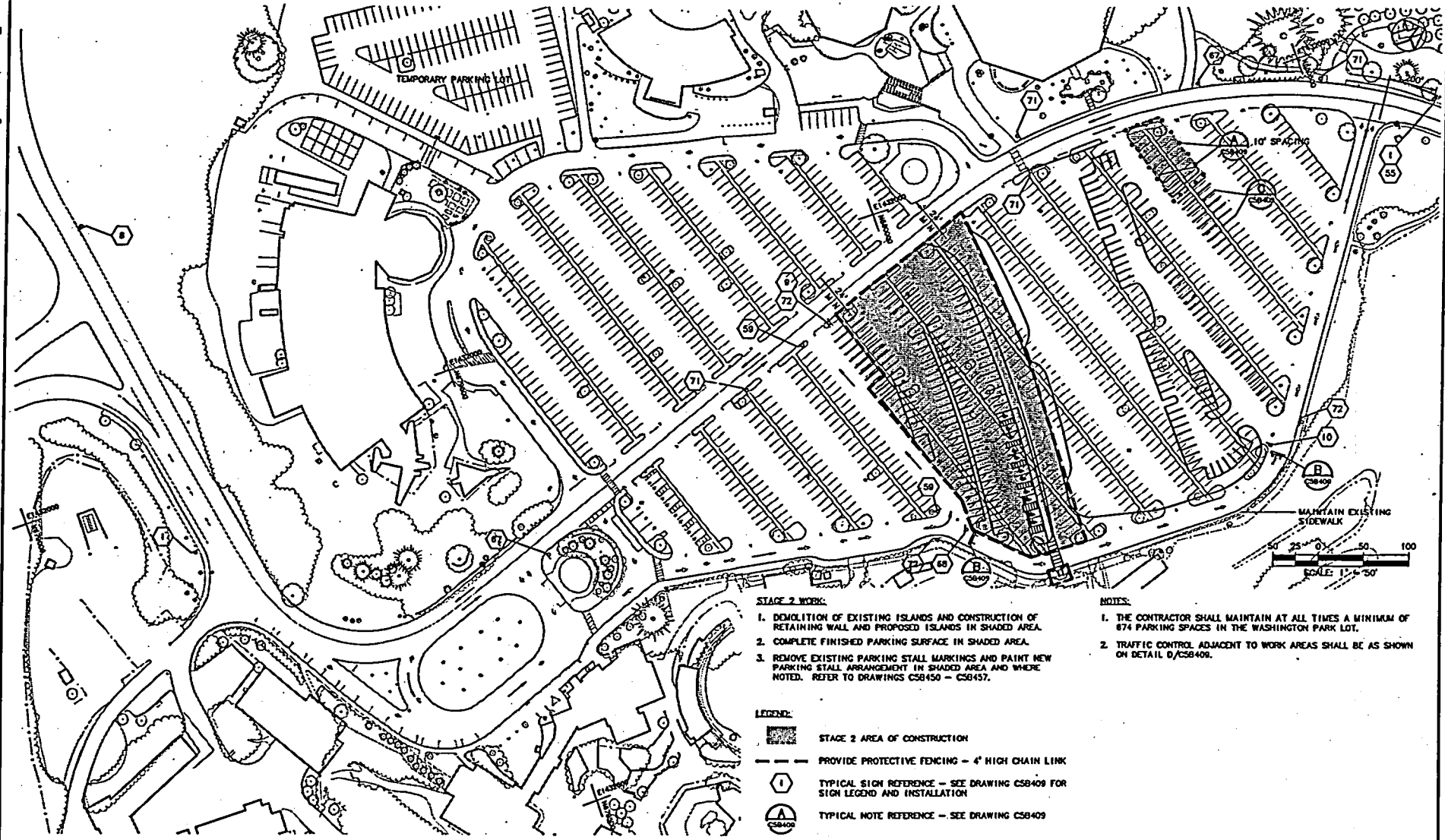
**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**

**BRW** CIVIL ENGINEER  
 500 S.W. Washington  
 Portland, Oregon 97201  
 DATE: 12/23/93

**TRI-MET**  
 DATE: 12/23/93

**WESTSIDE CORRIDOR PROJECT**  
**LINE SECTION 5B**  
**WASHINGTON PARK STATION**  
**CONSTRUCTION STAGING / MAINTENANCE OF**  
**TRAFFIC PLAN - STAGE 0 AND I**  
 SCALE: 1"=50'  
 DRAWING NO.: P24411  
 REV.:  
 CONTRACT NO.: WSP0011  
 SHEET NO.:

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**STAGE 2 WORK:**

1. DEMOLITION OF EXISTING ISLANDS AND CONSTRUCTION OF RETAINING WALL AND PROPOSED ISLANDS IN SHADED AREA.
2. COMPLETE FINISHED PARKING SURFACE IN SHADED AREA.
3. REMOVE EXISTING PARKING STALL MARKINGS AND PAINT NEW PARKING STALL ARRANGEMENT IN SHADED AREA AND WHERE NOTED. REFER TO DRAWINGS CSB450 - CSB457.

**NOTES:**

1. THE CONTRACTOR SHALL MAINTAIN AT ALL TIMES A MINIMUM OF 874 PARKING SPACES IN THE WASHINGTON PARK LOT.
2. TRAFFIC CONTROL ADJACENT TO WORK AREAS SHALL BE AS SHOWN ON DETAIL 0/CSB409.

**LEGEND:**

- STAGE 2 AREA OF CONSTRUCTION
- PROVIDE PROTECTIVE FENCING - 4' HIGH CHAIN LINK
- TYPICAL SIGN REFERENCE - SEE DRAWING CSB409 FOR SIGN LEGEND AND INSTALLATION
- TYPICAL NOTE REFERENCE - SEE DRAWING CSB409

DRAWING 813  
12/21/93 10:29

NO.	DATE	BY	APPV.	REVISIONS

WLD	11/29/93	DATE
REVISED	12/01/93	DATE
BY	12/10/93	DATE
BY	12/23/93	DATE



**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**

**BRW**  
BIRNS & RAYBURN  
2010  
CIVIL ENGINEERS  
1000 NE Oregon Street  
Portland, Oregon 97232

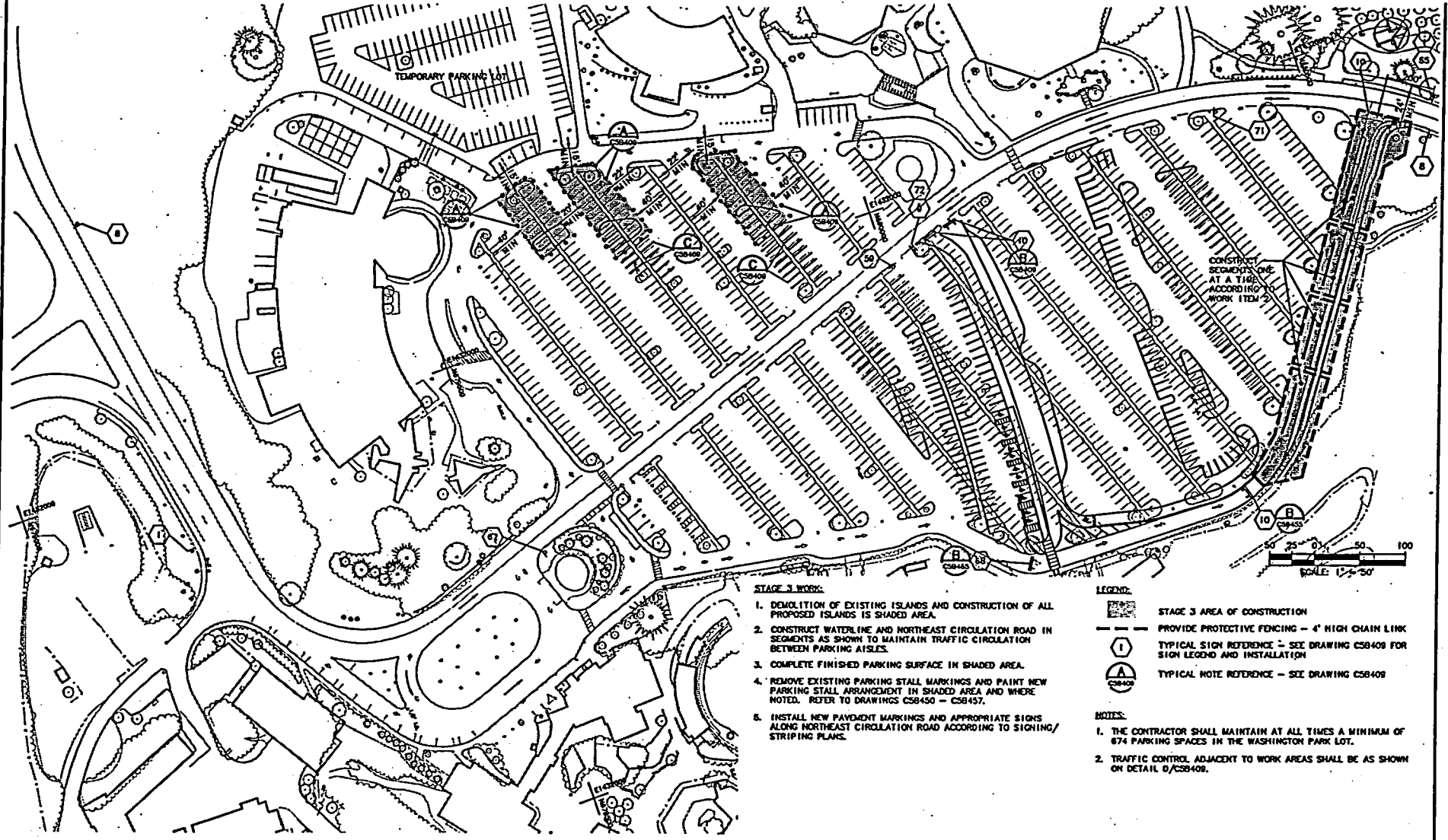
**TRI-MET**

DATE: 12/23/93    APPROVED:    SCALE: 1"=50'

**WESTSIDE CORRIDOR PROJECT**  
LINE SECTION 58  
WASHINGTON PARK STATION  
CONSTRUCTION STAGING / MAINTENANCE OF  
TRAFFIC PLAN - STAGE 2

SCALE: 1"=50'    DRAWING NO.: CSB404    REV.:    CONTRACT NO.: W00501    SHEET NO.:

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- STAGE 3 WORK:**
1. DEMOLITION OF EXISTING ISLANDS AND CONSTRUCTION OF ALL PROPOSED ISLANDS IS SHADED AREA.
  2. CONSTRUCT WATERLINE AND NORTHEAST CIRCULATION ROAD IN SEGMENTS AS SHOWN TO MAINTAIN TRAFFIC CIRCULATION BETWEEN PARKING AISLES.
  3. COMPLETE FINISHED PARKING SURFACE IN SHADED AREA.
  4. REMOVE EXISTING PARKING STALL MARKINGS AND PAINT NEW PARKING STALL ARRANGEMENT IN SHADED AREA AND WHERE NOTED. REFER TO DRAWINGS C58450 - C58457.
  5. INSTALL NEW PAVEMENT MARKINGS AND APPROPRIATE SIGNS ALONG NORTHEAST CIRCULATION ROAD ACCORDING TO SIGNING/STRIPING PLANS.

- LEGEND:**
- STAGE 3 AREA OF CONSTRUCTION
  - PROVIDE PROTECTIVE FENCING - 4' HIGH CHAIN LINK
  - TYPICAL SIGN REFERENCE - SEE DRAWING C58409 FOR SIGN LEGEND AND INSTALLATION
  - TYPICAL NOTE REFERENCE - SEE DRAWING C58409

- NOTES:**
1. THE CONTRACTOR SHALL MAINTAIN AT ALL TIMES A MINIMUM OF 874 PARKING SPACES IN THE WASHINGTON PARK LOT.
  2. TRAFFIC CONTROL ADJACENT TO WORK AREAS SHALL BE AS SHOWN ON DETAIL D/C58409.

NO.	DATE	BY	APPV.	REVISIONS

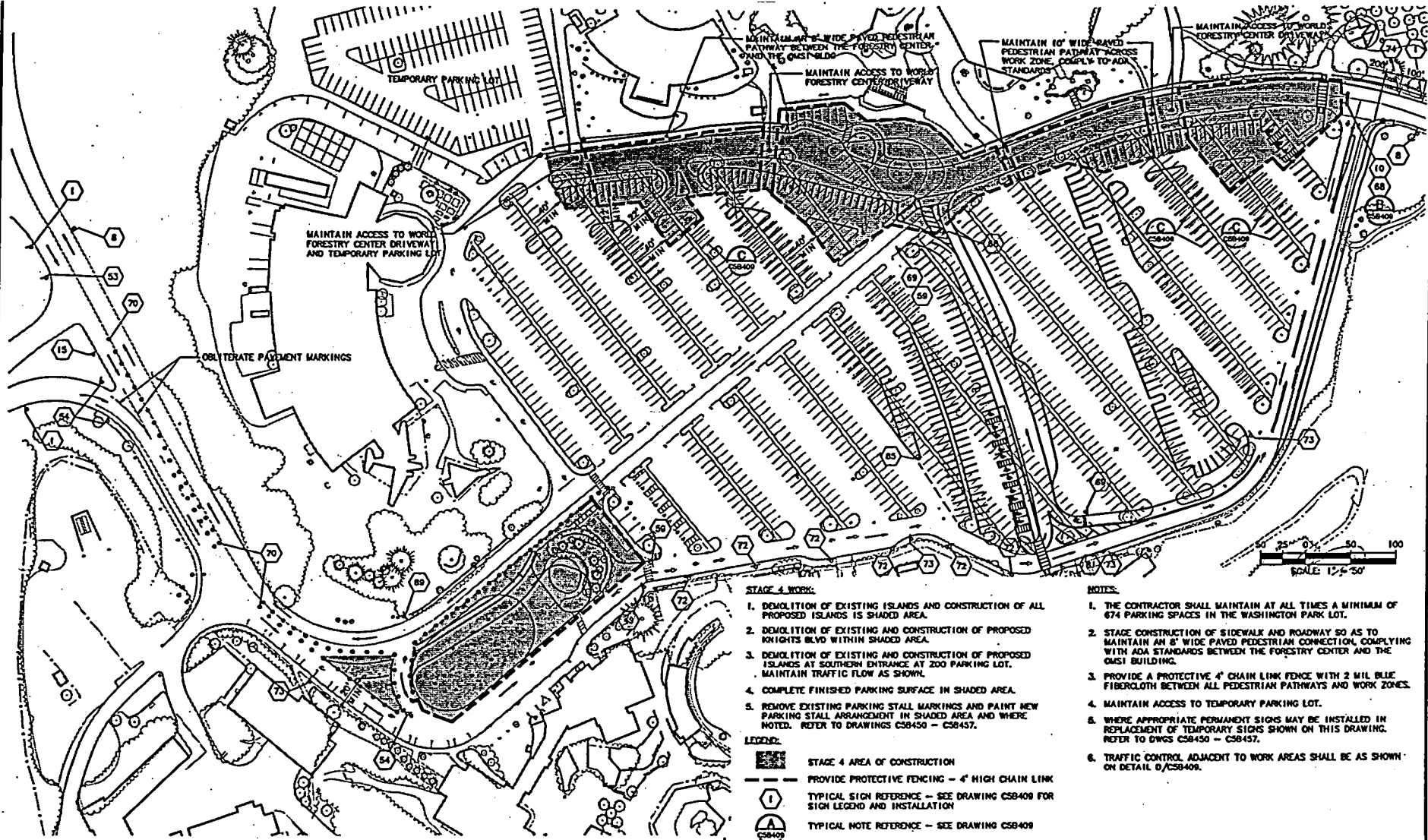
MLD  
 11/29/93  
 DATE  
 RFR  
 12/01/93  
 DATE  
 VSA  
 12/10/93  
 DATE  
 APPROVED  
 12/23/93  
 DATE



**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**  
  
 BRUCE W. RIND  
 CIVIL ENGINEER  
 No. 16221  
 State of Oregon  
 Expires 12/31/93  
 DATE: 12/23/93  
 APPROVED: [Signature]  
 DATE: 12/23/93

**WESTSIDE CORRIDOR PROJECT**  
**LINE SECTION 5B**  
**WASHINGTON PARK STATION**  
**CONSTRUCTION STAGING / MAINTENANCE OF**  
**TRAFFIC PLAN - STAGE 3**  
 SCALE: 1"=50'  
 DRAWING NO.: C58405  
 REV.:  
 CONTRACT NO.: W00501  
 SHEET NO.:

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**STAGE 4 WORK:**

1. DEMOLITION OF EXISTING ISLANDS AND CONSTRUCTION OF ALL PROPOSED ISLANDS IS SHADED AREA.
2. DEMOLITION OF EXISTING AND CONSTRUCTION OF PROPOSED KNIGHTS BLVD WITHIN SHADED AREA.
3. DEMOLITION OF EXISTING AND CONSTRUCTION OF PROPOSED ISLANDS AT SOUTHERN ENTRANCE AT ZOO PARKING LOT. MAINTAIN TRAFFIC FLOW AS SHOWN.
4. COMPLETE FINISHED PARKING SURFACE IN SHADED AREA.
5. REMOVE EXISTING PARKING STALL MARKINGS AND PAINT NEW PARKING STALL ARRANGEMENT IN SHADED AREA AND WHERE NOTED. REFER TO DRAWINGS C58450 - C58457.

**NOTES:**

1. THE CONTRACTOR SHALL MAINTAIN AT ALL TIMES A MINIMUM OF 674 PARKING SPACES IN THE WASHINGTON PARK LOT.
2. STAGE CONSTRUCTION OF SIDEWALK AND ROADWAY SO AS TO MAINTAIN AN 8' WIDE PAVED PEDESTRIAN CONNECTION, COMPLYING WITH ADA STANDARDS BETWEEN THE FORESTRY CENTER AND THE OMSI BUILDING.
3. PROVIDE A PROTECTIVE 4" CHAIN LINK FENCE WITH 2 MIL BLUE FIBERLOTH BETWEEN ALL PEDESTRIAN PATHWAYS AND WORK ZONES.
4. MAINTAIN ACCESS TO TEMPORARY PARKING LOT.
5. WHERE APPROPRIATE PERMANENT SIGNS MAY BE INSTALLED IN REPLACEMENT OF TEMPORARY SIGNS SHOWN ON THIS DRAWING. REFER TO DWGS C58450 - C58457.
6. TRAFFIC CONTROL ADJACENT TO WORK AREAS SHALL BE AS SHOWN ON DETAIL 0/C58409.

**LEGEND:**

- STAGE 4 AREA OF CONSTRUCTION
- PROVIDE PROTECTIVE FENCING - 4" HIGH CHAIN LINK
- TYPICAL SIGN REFERENCE - SEE DRAWING C58409 FOR SIGN LEGEND AND INSTALLATION
- TYPICAL NOTE REFERENCE - SEE DRAWING C58409

REVISED BY  
12/23/93 10:46

NO.	DATE	BY	APP'D.	REVISIONS

M.D. WESTGATE	11/29/93	DATE
PRZ	12/01/93	DATE
VJA	12/10/93	DATE
SP	12/23/93	DATE



**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**



DATE	12/23/93	APPROVED	DATE	12/23/93
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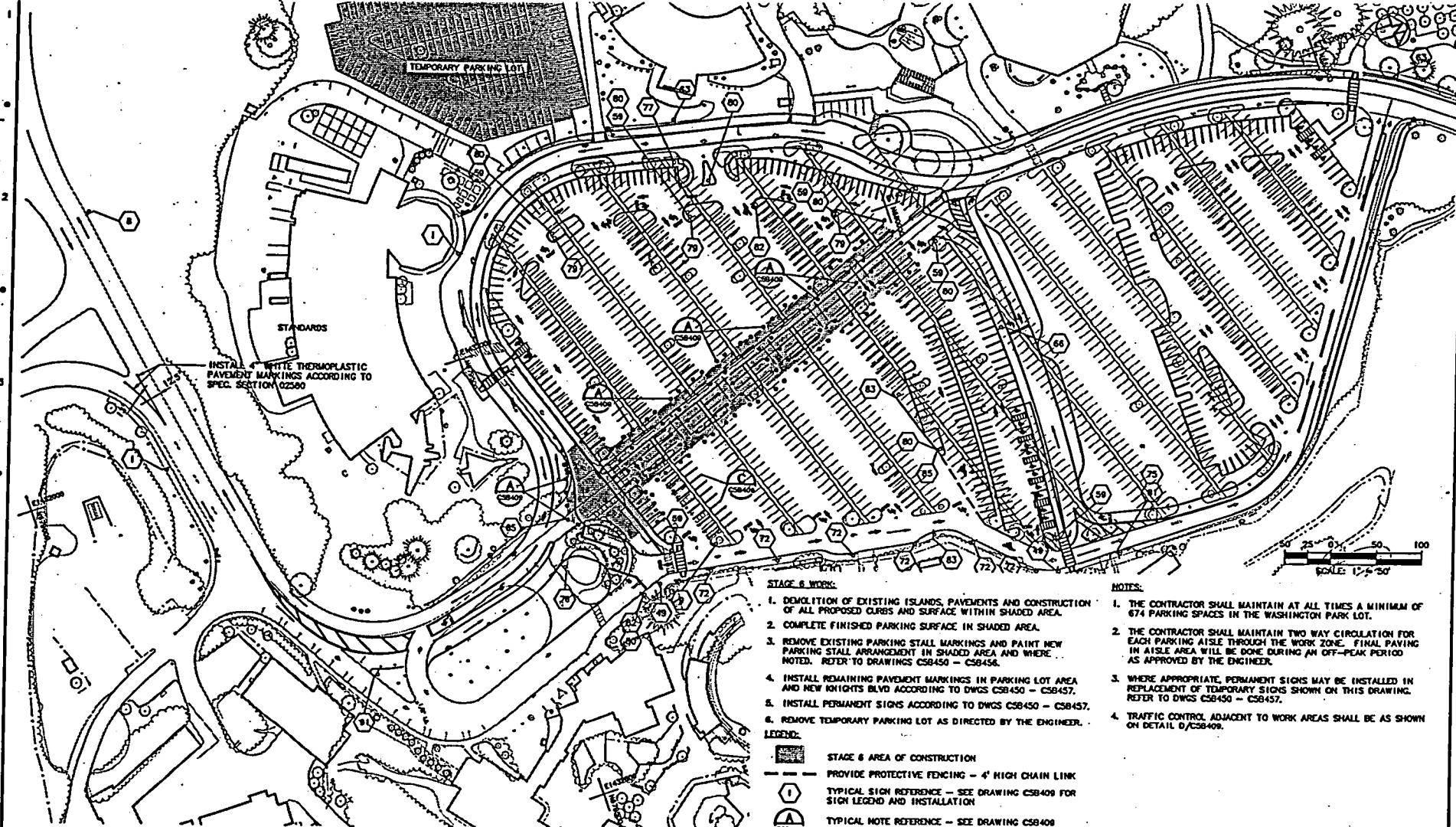
**WESTSIDE CORRIDOR PROJECT  
LINE SECTION 5B  
WASHINGTON PARK STATION  
CONSTRUCTION STAGING / MAINTENANCE OF  
TRAFFIC PLAN - STAGE 4**

SCALE	1"=50'	DRAWING NO.	C58406	REV.	CONTRACT NO.	WC0501	SHEET NO.	
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INSTALL WHITE THERMOPLASTIC PAVEMENT MARKINGS ACCORDING TO SPEC. SECTION 02560

- STAGE 6 WORK:**
- DEMOLITION OF EXISTING ISLANDS, PAVEMENTS AND CONSTRUCTION OF ALL PROPOSED CURBS AND SURFACE WITHIN SHADED AREA.
  - COMPLETE FINISHED PARKING SURFACE IN SHADED AREA.
  - REMOVE EXISTING PARKING STALL MARKINGS AND PAINT NEW PARKING STALL ARRANGEMENT IN SHADED AREA AND WHERE NOTED. REFER TO DRAWINGS CSB450 - CSB456.
  - INSTALL REMAINING PAVEMENT MARKINGS IN PARKING LOT AREA AND NEW KNIGHTS BLVD ACCORDING TO DWGS CSB450 - CSB457.
  - INSTALL PERMANENT SIGNS ACCORDING TO DWGS CSB450 - CSB457.
  - REMOVE TEMPORARY PARKING LOT AS DIRECTED BY THE ENGINEER.

- NOTES:**
- THE CONTRACTOR SHALL MAINTAIN AT ALL TIMES A MINIMUM OF 674 PARKING SPACES IN THE WASHINGTON PARK LOT.
  - THE CONTRACTOR SHALL MAINTAIN TWO WAY CIRCULATION FOR EACH PARKING AISLE THROUGH THE WORK ZONE. FINAL PAVING IN AISLE AREA WILL BE DONE DURING AN OFF-PEAK PERIOD AS APPROVED BY THE ENGINEER.
  - WHERE APPROPRIATE, PERMANENT SIGNS MAY BE INSTALLED IN REPLACEMENT OF TEMPORARY SIGNS SHOWN ON THIS DRAWING. REFER TO DWGS CSB450 - CSB457.
  - TRAFFIC CONTROL ADJACENT TO WORK AREAS SHALL BE AS SHOWN ON DETAIL 0/CSB409.

- LEGEND:**
- STAGE 6 AREA OF CONSTRUCTION
  - PROVIDE PROTECTIVE FENCING - 4' HIGH CHAIN LINK
  - TYPICAL SIGN REFERENCE - SEE DRAWING CSB409 FOR SIGN LEGEND AND INSTALLATION
  - TYPICAL NOTE REFERENCE - SEE DRAWING CSB409

DRAWING NO. 12/21/93 10-54

NO.	DATE	BY	APPV.	REVISIONS

MLD REVISION	11/29/93 DATE
RR7 DRAWN	12/01/93 DATE
VJA CHECKED	12/10/93 DATE
SP APPROVED	12/23/93 DATE



**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON**

**BRW** CIVIL ENGINEER  
 1000 N.E. Multnomah  
 Portland, Oregon 97232

**TRI-MET**

DATE: 12/23/93 APPROVAL: DATE: 12/23/93

**WESTSIDE CORRIDOR PROJECT**  
**LINE SECTION 5B**  
**WASHINGTON PARK STATION**  
**CONSTRUCTION STAGING / MAINTENANCE OF**  
**TRAFFIC PLAN - STAGE 6**

SCALE: 1"=50' DRAWING NO. CSB409 CONTRACT NO. W025501 SHEET NO.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 92-1912, FOR THE PURPOSE OF CORRECTING THE LEGAL DESCRIPTION OF REAL PROPERTY INTERESTS TRANSFERRED TO TRI-MET TO ALLOW CONSTRUCTION OF THE WESTSIDE LIGHT RAIL LINE INCLUDING A STATION TO SERVE THE METRO WASHINGTON PARK ZOO AND MODIFICATIONS TO THE PARKING LOT

Date: February 23, 1994

Presented by:  
Don Rocks  
Dan Cooper

#### FACTUAL BACKGROUND AND ANALYSIS

Resolution No. 94-1912 authorized the Executive Officer to execute an agreement with Tri-Met that would clarify the legal descriptions of the easements granted to Tri-Met by Metro, OMSI, WFC, and the City of Portland relating to the construction of the light rail station in the parking lot that serves the Metro Washington Park Zoo. The agreement will grant Tri-Met the right during construction to install shoring and tiebacks for the station under the parking lot, and also grants Tri-Met an easement to construct the improvements to the parking lot. This agreement also provides for scheduling of the improvements and related details.

There will be a separate agreement between Metro and Tri-Met that will govern the details of the Design and Construction of the Parking Lot Improvements and amendments to the Operating Agreement for the Parking Lot with OMSI and WFC that will be brought to the Council in the near future.

#### EXECUTIVE OFFICER'S RECOMMENDATION

Executive Officer recommends adoption of Resolution No. 94-1912.



REGIONAL FACILITIES COMMITTEE REPORT

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RESOLUTION NO. 94-1912, CORRECTING THE LEGAL DESCRIPTION OF REAL PROPERTY INTERESTS TRANSFERRED TO TRI-MET TO ALLOW CONSTRUCTION OF THE WESTSIDE LIGHT RAIL LINE INCLUDING A STATION TO SERVE THE METRO WASHINGTON PARK ZOO AND MODIFICATIONS TO THE PARKING LOT

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Date: March 9, 1994

Presented by: Councilor Moore

**COMMITTEE RECOMMENDATION:** At its March 2, 1994 meeting the Regional Facilities Committee voted 4-0 to recommend Council adoption of Resolution No. 94-1912. Voting in favor were Councilors Hansen, McFarland, Moore, and Washington. Councilor Gates was absent.

**COMMITTEE DISCUSSION/ISSUES:** Executive Assistant Don Rocks presented the staff report. He said the Council had earlier approved a resolution allowing Tri-Met access to areas in the Zoo parking lot, for construction purposes. Resolution 94-1912 is a technical document, changing the footprint of the area originally provided for construction. The change became necessary after construction got underway on the Westside light rail project. All four parties with an interest in the parking lot (Metro, City of Portland, World Forestry Center, and OMSI) must agree to the change for it to become effective. He said this item does not relate to discussions concerning the design of the parking lot and its future use; that item will be brought to Council at a later time.

Councilor Moore asked for clarification of the nature of the various supporting documents, which Mr. Rocks provided. There was no further committee discussion. Following committee approval, Chair Hansen asked for this item to be placed on the Council's consent agenda.