Central Eastside Corridor

Tax Increment Finance District Plan

October 1, 2024

Table of Contents

SECTION 1 – OVERVIEW AND CONTEXT 3

SECTION 2 – VALUES, VISION AND GOALS 4

Section 2.1 – Values 4

Section 2.2 – Vision 4

Section 2.3 – Goals 5

SECTION 3 – PLAN IMPLEMENTATION 6

Section 3.1 – Proposed Projects and Major Activities 6

Section 3.2 – Plan Finances 10

Section 3.3 – Plan Relationship to Local Objectives 10

Section 3.4 – Proposed Land Uses, Maximum Densities and Building Requirements 10

Section 3.5 – Real Property Acquisition and Disposal 10

Section 3.6 – Relocation Plan 10

SECTION 4 – GOVERNANCE OF TIF DISTRICT 11

Section 4.1 – Ongoing Community Engagement 11

Section 4.2 – Future Plan Amendments 11

EXHIBITS TO PLAN 11

Exhibit A: Legal Description

Exhibit B: Engagement Summary

SECTION 1 – OVERVIEW AND CONTEXT

The Central Eastside Corridor Tax Increment Financing (TIF) District aims to revitalize certain areas of Portland's Central City by attracting large employers, supporting small businesses, and growing a vibrant inclusive neighborhood. The District's vision, values, goals, and investment priorities were informed by extensive community engagement as well as analysis of existing conditions.

Strategic focus areas within the Plan include but are not limited to large scale development sites such as the OMSI Master Plan District and the Clinton Triangle; the small business corridors along the SE Martin Luther King Jr Boulevard and Grand Avenue couplet and along Water Avenue; and enhancing the public realm and connectivity throughout the District including access to the waterfront and addressing connectivity challenges at railroad crossings.

To this end, the Plan outlines investment priorities in response to existing conditions within the District, including:

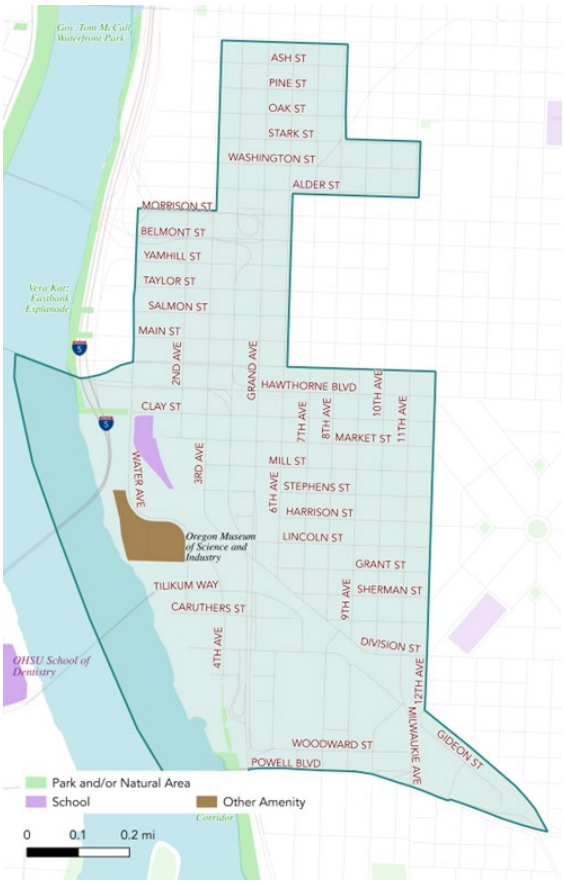


Figure A. Central Eastside Corridor TIF District

- **Economic & Urban Development**: Forty percent of the parcels in the District have a low improvement to land value ratio, and over half of existing buildings were built before 1960, which may be obsolete or in need of deferred maintenance, seismic upgrades, and climate resilience improvements. The District is also currently experiencing high vacancy rates for industrial and office spaces, at 10.6 and 19.3 percent respectively. TIF District lost 11 percent of its jobs in between 2019 and 2022 (higher than the city's rate of 6 percent), as well as 10 percent of its establishments. Investments in tenant improvements and incentives for affordable commercial tenanting may be prioritized to stabilize and grow small businesses in commercial corridors and the industrial sanctuary.
- **Housing Production:** The District faces a significant need and opportunity for affordable and middle-income housing. Approximately 40 percent of renters in the District are cost-burdened, spending more than 30 percent of their income on housing. The District has a lower share of naturally occurring affordable housing and is less racially and ethnically diverse than the city of Portland, with24 percent of residents who identify as people of color compared to 36 percent in Portland as a whole. Proposed efforts focus on developing a continuum of housing opportunities and increasing resident diversity, including within the OMSI Master Plan District.
- **Public Realm & Infrastructure**: New streets, bike lanes, utilities, and parking are needed to support development, including enhancing sustainability and climate resilience particularly within the OMSI Master Plan District. Creating a vibrant, safe, welcoming environment while

enhancing access and mobility is a priority for recruiting and retaining employers and supporting small businesses. Enhancing waterfront use and investing in regional assets that complement the industrial employment district are also key.

Implementation of this plan will be undertaken with community leadership, input, and involvement. Five-Year Action Plans will be developed to establish near-term investment priorities and associated budgets in accordance with this Plan. The Five-Year Action Plans will additionally establish mechanisms for ongoing reporting and implementation oversight.

SECTION 2 – VALUES, VISION AND GOALS

Section 2.1 – Values

These shared values provide direction for the process of planning, implementing, and overseeing TIF investment within the District:

- Equity, Inclusivity, and Accessibility
- Complete, Livable, and Connected Neighborhoods
- Innovation
- Preserve and Promote Diversity
- Community Stabilization and Prosperity
- Resiliency and Sustainability
- Business Growth & Vitality
- Central City as a Destination
- Engage and Connect with Waterfront
- Clean, Safe, Vibrant, and Engaging Public Realm with Distinct Sense of Place
- Quality Housing for Full Range of Incomes Throughout Central City

Section 2.2 – Vision

The long-term vision for the Central Eastside Corridor District is to facilitate a well-connected, balanced, and complete neighborhood with a focus on progressing waterfront connections, industrialized employment, and a robust range of housing and economic development opportunities. Listed below are the guiding principles for the TIF District investment:

- The Central City is a successful dense mixed-use center composed of unique, livable neighborhoods with housing, services, and amenities that support the needs of people of all ages, incomes, and abilities.
- Central Eastside Corridor is economically competitive with robust and expanding business and development activity in line with region's long term growth plans and Central City 2035 employment and inclusive growth management goals. Urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.
- Affordable housing supply maintains and supports the area's growing racial, cultural, and economic diversity.
- Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.
- A well-connected, efficient, and safe transportation network is well used, emphasizing walking, bicycling, and transit use. Efficient transportation of freight supports local and regional business

growth. Parking is managed to optimize use of the limited supply and balance the need with other uses of rights of way.

- The Willamette River is the district's defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation, and supports a range of river uses.
- Public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.
- Central City is a national leader for innovation in business, higher education, and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship, and civic engagement.

Section 2.3 – Goals

The goals represent the intent of the Plan and were derived from the Central City 2035 plan and vetted with the Steering Committee. Each of the goals connects to a set of projects, identified in Section 3 of the Plan. The goals and objectives will be pursued as economically as possible and at the discretion of the City.

The goals of this plan are to use Tax Increment Finance resources to advance the following priorities through projects and investments that:

1. Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth.
2. Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.
3. Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.
4. Encourage the production of housing to take advantage of the Central City's unique concentration of active transportation access, jobs, open spaces, supportive services, and amenities.
5. Create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capabilities in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults, and the unmet needs of extremely low and very low-income households[1].
6. Encourage redevelopment of large sites that includes new compatible uses, green buildings and infrastructure, equity considerations, scenic resource preservation, new pedestrian connections, strong street presence, and new open space amenities.
7. Enhance the existing character and diversity of the Central City districts, strengthening existing places and fostering the creation of new urban places and experiences.

[1] *In accordance with City of Portland 2015 Affordable Housing Set Aside Policy, rental housing is created and preserved with a focus on households earning less than 60 percent of area median income, and homeownership housing with focus on households earning 80 percent to 100 percent or less of area median income depending on home size.*

8. Maintain the economic and cultural diversity of the District and minimize or mitigate involuntary displacement resulting from new development.
9. Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities; a safe and inviting public realm; access to healthy food and active transportation; and the density of development needed to support these economically.
10. Improve street design and function to increase efficiency and safety for all transportation modes and to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use, and freight access while continuing to provide automobile access.
11. Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.
12. Foster long-term success and continuation of Central City industrial districts as prime locations for investment and new industrial businesses

SECTION 3 – PLAN IMPLEMENTATION

Section 3.1 – Proposed Projects and Major Activities

The Plan identifies three project categories, organized within two work portfolios:

A. Inclusive Growth (to be implemented by Prosper Portland)
   1. Economic & Urban Development: Predevelopment, storefront improvements, and public-private partnerships.
   2. Infrastructure: Road extensions, parking infrastructure, utility upgrades, demolition and grading**,** parks and open spaces, streetscape improvements, and signage.

B. Affordable Housing (to be implemented by Portland Housing Bureau)
   1. Affordable Housing[2]: Preservation of existing and production of new affordable housing.

This section provides a description of the proposed projects to be undertaken under the Plan as well as the connection between the project categories, the Plan's goals, and the estimated tax increment financing contribution (Table A). None of the anticipated projects is a "Public Building Project," as that term is defined in ORS 457.010.

The total amount of TIF used for all projects, excluding administration and finance fees, is approximately $186,582,854 in nominal year-of-expenditure ("YOE") dollars. The cost of administration and finance fees over the life of the Area increase this total to $200,000,000.

[2] *In accordance with 2015 Affordable Housing Set Aside policy, rental housing is created and preserved with a focus on households earning less than 60 percent of area median income, and homeownership housing with focus on households earning 80 percent to 100 percent or less of area median income depending on home size.*)

Table A – Project Alignment with Plan Goals

Project Short Name	Description	Relation to Urban Renewal Goals
Economic & Urban Development: up to $65,303,999 (35 percent)		
Recruitment and Retention of Large Anchor Employers and Traded Sector Industries	Offer tenant funding and incentives to attract and retain anchor employers and hubs to support creative industrial firms, entrepreneurship, lean manufacturing, efficiency improvements, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms within the Central Eastside. Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like OMSI. Priority project areas include: • Water Avenue • Martin Luther King Jr. Blvd & Grand Avenue • OMSI Master Plan District	Goal 1: Maintain the economic and cultural diversity of established communities and minimize or mitigate involuntary displacement resulting from new development. Goal 2: Encourage the production of housing to take advantage of the Central City's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities. Goal 4: Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically. Goal 7: Enhance the existing character and diversity of the Central City districts, strengthening existing places and fostering the creation of new urban places and experiences. Goal 8: Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth. Goal 9: Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including
Small Business Support	Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenanting and related leasing to a) support small business stabilization and growth with a focus on ground floor tenanting; b) support inclusive wealth creation; and c) create a vibrant retail environment that attracts diverse visitors from the region and beyond. Priority project areas include: • Martin Luther King Jr. Blvd & Grand Avenue • Water Avenue • SE 11th & 12th Avenue • Hawthorne Blvd & Madison Street • Stark Street	
Rehabilitation of Existing Buildings and Development of New Commercial Space	Renovation of commercial buildings, including URMs, seismic upgrades, and other climate resilience related improvements. Investments in both large and small construction of new or	

	renovated commercial and industrial spaces and related parking needs for R&D, light manufacturing, and maker spaces, including through lease and loan guaranties. Priority project areas include: - Water Avenue - OMSI Master Plan District - East Portland Grand Avenue Historic District	education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity. Goal 10: Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation. Goal 11: Foster long-term success and continuation of Central City industrial districts as prime locations for investment and new industrial businesses.
Inclusive Neighborhoods	Enhance waterfront use with activation, services, and amenities and invest in regional assets (education, entertainment) that complement industrial employment district and new and renovated housing along corridors, and are reflective of and attractive to a diverse demographic. Priority project areas include: - Eastbank Esplanade - OMSI Master Plan District	
Middle-Income Housing (60-120 percent AMI)	Diversify uses via gap financing for new multi-dwelling middle-income residential development via conversion or new development in areas zoned for housing within the District. Create middle income housing opportunities, including for BIPOC individuals and families, to support increased demographic diversity. Priority project areas include: • Martin Luther King Jr. Blvd & Grand Avenue • OMSI Master Plan District • Clinton Triangle	
Infrastructure: up to $37,316,571 (20 percent)		
Connectivity & Public Realm Enhancements	Create connectivity within and to the District, particularly along the waterfront and key commercial corridors. Make improvements to support activations within the District and implement signage solutions usable for all age groups. Enhance accessibility for individuals with mobility challenges. Implement placemaking strategies to support businesses. Priority project areas:	Goal 4: Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.

	• Eastbank Esplanade • OMSI Master Plan District • Green Loop • Railroads crossings	Goal 5: Improve street design and function to increase efficiency and safety for all transportation modes and the ability to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use, and freight access while continuing to provide automobile access.
Transportation Infrastructure and Utilities to Support Development	New streets, street improvements, parking, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve new district development within the OMSI Master Plan District and at other large development sites. Pursue Innovative infrastructure to meet sustainability and climate goals through innovation. Improve seismic resilience and system capacity upgrades. Project priority areas: • OMSI Master Plan District • Clinton Triangle	Goal 6: Encourage redevelopment of large sites that includes new compatible uses, green buildings and infrastructure, equity considerations, scenic resource preservation, new pedestrian connections, strong street presence, and new open space amenities.
Affordable Housing: up to $83,962,284 (45 percent)		
Affordable Housing[3]	Support development of new or renovation of existing affordable multi-dwelling residential uses; including family size units and accessible units, including via site acquisition and site preparation such as seismic & liquefaction considerations for development. Priority project areas: • Martin Luther King Jr. Blvd & Grand Avenue • OMSI Master Plan District • Clinton Triangle	Goal 3: Create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capability in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults, and the unmet needs of extremely low and very low-income households.

[3] Per the 2015 City of Portland Affordable Housing Set Aside Policy, investments *should create and preserve rental units with a focus on households earning less than 60 percent of area median income, and homeownership housing with focus on households earning 80 percent to 100 percent or less of area median income depending on home size*

Section 3.2 – Plan Finances

The Plan will be financed by tax increment revenues (TIF) allocated to the District, as provided in ORS Chapter 457. The ad valorem taxes levied by a taxing district in which all or a portion of the District is located, will be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.420 to ORS 457.470. Amounts collected pursuant to ORS 457.420 to 457.470 will be deposited into the special fund and used to finance indebtedness for projects as described in this Plan, or as otherwise permitted or required by applicable law.

The maximum amount of the principal of indebtedness that may be issued or incurred under this Plan (the "**Maximum Indebtedness**") is $200,000,000. The Maximum Indebtedness does not include the costs of financing the indebtedness or any amount of indebtedness that may be incurred to refund or refinance existing indebtedness.

Section 3.3 – Plan Relationship to Local Objectives

The area within the TIF District will be subject to local objectives contained in other City and regional plans regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunications utilities, recreational and community facilities, and other public improvements, including such other plans that exist at the time of this Plan's adoption and that may be amended or adopted during the implementation period of this Plan. This TIF Plan will be administered in a manner that any project undertaken under this Plan will complement and support the objectives described within those other plans. The Five-Year Action plans adopted as amendments to this Plan should further explain how any projects to be performed under the Action Plan will complement and support such other City and regional plans, as appropriate.

Section 3.4 – Proposed Land Uses, Maximum Densities and Building Requirements

This Plan does not propose or authorize any revisions to land uses, maximum densities, or building requirements set forth in the City's Comprehensive Plan, Zoning Ordinance, Building Codes, or related regulations. All projects will be expected comply with the requirements of all such plans and regulations at the time of project implementation.

Section 3.5 – Real Property Acquisition and Disposal

This Plan authorizes the acquisition of real property by purchase or dedication from willing sellers, as needed to carry out any project identified in this Plan. The use of Eminent Domain is not authorized as a means for acquiring real property under this Plan. The Plan further authorizes the disposition of real property, including by sale or lease, as needed to carry out any project identified in this Plan.

A proposed list of real properties to be considered for acquisition and/or disposition may be identified in Five-Year Action Plans adopted as amendments to this Plan.

Section 3.6 – Relocation Plan

It is not anticipated that any of the proposed projects identified in the Plan will require or result in the temporary or permanent relocation of any residents or businesses. To the extent that temporary or permanent relocation is necessary, Prosper Portland will comply with the requirements set forth in ORS 35.500 to 35.530 to protect the rights of any person or business impacted by such relocation.

SECTION 4 – GOVERNANCE OF TIF DISTRICT

Section 4.1 – Ongoing Community Engagement

Implementation of this plan will be undertaken with community leadership, input and involvement. Prosper Portland and the Portland Housing Bureau shall convene an ad hoc advisory committee advising Prosper Portland's Executive Director and PHB's Director, in order to inform development of Five-Year Action Plans on a reoccurring basis. The ad hoc advisory committee shall represent a broad diversity of voices, including private sector leadership, business organizations, small business owners, culturally specific organizations, and affordable housing developers in the crafting of the Five-Year Action Plan.

The intent of the Five-Year Action Plan is to establish near-term investment priorities and associated budgets in accordance with this Plan. The Five-Year Action Plans will additionally establish mechanisms for ongoing reporting and implementation oversight. Prosper Portland and Portland Housing Bureau's annual budgets shall reflect the priorities and investments outlined in the Five-Year Action Plan. In the event of a conflict between the Five-Year Action Plan and draft budget, the Five-Year Action Plan or proposed budget should be amended prior to adoption of the final budget.

Section 4.2 – Future Plan Amendments

The process for amending this Plan is described in this Section, which defines amendments as either "Substantial Amendments" or "Minor Amendments."

A Substantial Amendment is defined as an amendment to the Plan that either:

- Adds land to the TIF District, if the addition results in a cumulative addition of more than one percent of the TIF District area; or,
- Increases the maximum amount of indebtedness that can be issued or incurred under the plan

Substantial Amendments to the Plan may only be approved by a nonemergency Ordinance of the City Council, upon a recommendation by the Prosper Portland Board of Commissioners, and after following the same notice, hearing, and approval procedure required of the original plan under ORS 457.095 as provided in ORS 457.220.

A Minor Amendment is defined as an amendment to the Plan that is not a Substantial Amendment. Minor Amendments to the Plan may be approved by a Resolution of the Prosper Portland Board of Commissioners.

EXHIBITS TO PLAN

- Exhibit A – Legal Description
- Exhibit B – Engagement Summary

Exhibit A: Legal Description

EXHIBIT 'A'
OCTOBER 1, 2024
CENTRAL EASTSIDE CORRIDOR TIF DISTRICT LEGAL DESCRIPTION

TRACT OF LAND AND ROAD RIGHT-OF-WAYS LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 34 AND SOUTHWEST ONE-QUARTER OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN AND THE NORTHEAST AND SOUTHEAST ONE-QUARTERS OF SECTION 3, THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 2, NORTHEAST ONE-QUARTER OF SECTION 10, AND THE NORTHWEST AND NORTHEAST ONE-QUARTERS OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF SE MADISON STREET AND THE CENTERLINE OF SE 12TH AVENUE, SAID POINT BEARS SOUTH 30 FEET (MORE OR LESS) AND WEST 30 FEET (MORE OR LESS) FROM THE SOUTHWEST CORNER OF BLOCK 253, PLAT OF HAWTHORNE PARK, MULTNOMAH COUNTY PLAT RECORDS;

THENCE WESTERLY 1,530 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SE MADISON STREET TO THE SOUTHERLY EXTENSION OF THE WESTERLY LINE OF BLOCK 133, SAID PLAT OF HAWTHORNE PARK;

THENCE NORTHERLY 1,790 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SE 6TH AVENUE TO THE NORTHWEST CORNER OF BLOCK 139, PLAT OF CITY OF PORTLAND, MULTNOMAH COUNTY PLAT RECORDS;

THENCE EASTERLY 1,300 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SE ALDER STREET TO NORTHWEST CORNER OF BLOCK 244, SAID PLAT OF CITY OF PORTLAND;

THENCE NORTHERLY 580 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SE 11TH AVENUE TO THE SOUTHWEST CORNER OF BLOCK 241, SAID PLAT OF CITY OF PORTLAND;

THENCE WESTERLY 767 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SE STARK STREET TO THE INTERSECTION OF THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SE SANDY BOULEVARD AND SAID NORTHERLY RIGHT-OF-WAY LINE OF SE STARK STREET;

THENCE NORTHERLY 260 FEET (MORE OR LESS) LEAVING SAID INTERSECTION TO THE SOUTHWEST CORNER OF BLOCK 183, SAID PLAT OF CITY OF PORTLAND;

THENCE NORTHERLY 720 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SE 8TH AVENUE TO THE NORTHWEST CORNER OF BLOCK 185, SAID PLAT OF CITY OF PORTLAND;

THENCE WESTERLY 1,300 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SE ANKENY STREET TO THE NORTHWEST CORNER OF BLOCK 78, SAID PLAT OF CITY OF PORTLAND;

THENCE SOUTHERLY 1,760 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SE THIRD AVENUE TO THE SOUTHWEST CORNER OF BLOCK 84, SAID PLAT OF CITY OF PORTLAND;

THENCE WESTERLY 810 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SE MORRISON STREET TO THE CENTERLINE OF SE WATER AVENUE;

THENCE SOUTHERLY 1,590 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SE WATER AVENUE TO THE CENTERLINE OF SE MADISON STREET;

THENCE WESTERLY 1,290 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SE MADISON STREET, THE HAWTHORNE BRIDGE RAMP, AND HAWTHORNE BRIDGE TO THE THREAD LINE OF THE WILLAMETTE RIVER;

THENCE SOUTHERLY 4,725 FEET (MORE OR LESS) ALONG SAID THREAD LINE TO THE SOUTHERLY EDGE OF THE ROSS ISLAND BRIDGE;

THENCE EASTERLY 575 FEET (MORE OR LESS) LEAVING SAID THREAD LINE TO THE SOUTHWEST CORNER OF TRACT A, BLOCK 1, PLAT OF WINDEMUTH, MULTNOMAH COUNTY PLAT RECORDS;

THENCE EASTERLY 285 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PLAT OF WINDEMUTH TO THE CENTERLINE ALIGNMENT OF SE GRAND AVENUE PER SURVEY NO. 63241, MULTNOMAH COUNTY SURVEY RECORDS;

THENCE NORTHERLY 85 FEET (MORE OR LESS) ALONG SAID CENTERLINE ALIGNMENT OF SE GRAND AVENUE TO THE WESTERLY EXTENSION OF THE CENTERLINE ALIGNMENT ‘RW’ SE POWELL BOULEVARD PER SURVEY NO. 58533, MULTNOMAH COUNTY SURVEY RECORDS;

THENCE EASTERLY 3,160 FEET (MORE OR LESS) ALONG SAID WESTERLY EXTENSION CENTERLINE ALIGNMENT ‘RW’ SE POWELL BOULEVARD AND SAID CENTERLINE ALIGNMENT ‘RW’ SE POWELL BOULEVARD TO THE CENTERLINE OF THE UNION PACIFIC RAILROAD RIGHT-OF-WAY;

THENCE NORTHWESTERLY 1,775 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF THE UNION PACIFIC RAILROAD RIGHT-OF-WAY TO SAID CENTERLINE OF SE 12TH AVENUE;

THENCE NORTHERLY 3,500 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SE 12TH AVENUE TO THE **POINT OF BEGINNING**.

THE TRACT OF LAND DESCRIBED ABOVE CONTAINS 485 ACRES, MORE OR LESS.

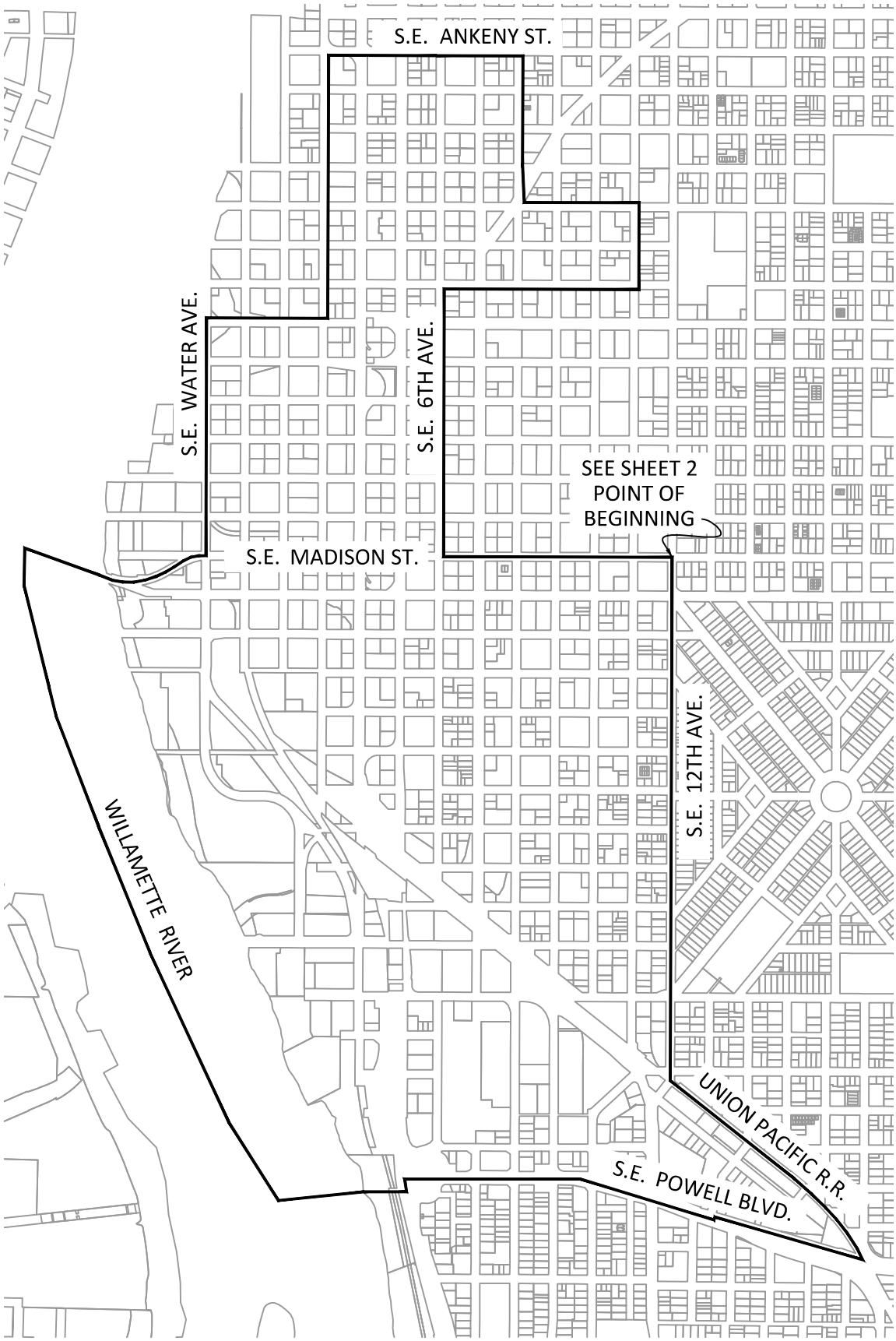
THE TRACT OF LAND DESCRIBED ABOVE IS SHOWN ON THE ATTACHED EXHIBIT ‘B’ MAP AND BY THIS REFERENCE MADE A PART THEREOF.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

DIGITALLY SIGNED 2024.09.30
15:10:01-07'00'

OREGON
JUNE 30, 1997
TROY T. TETSUKA
2841

RENEWS: 6/30/2026



NORTH

SCALE: 1" = 1,000'

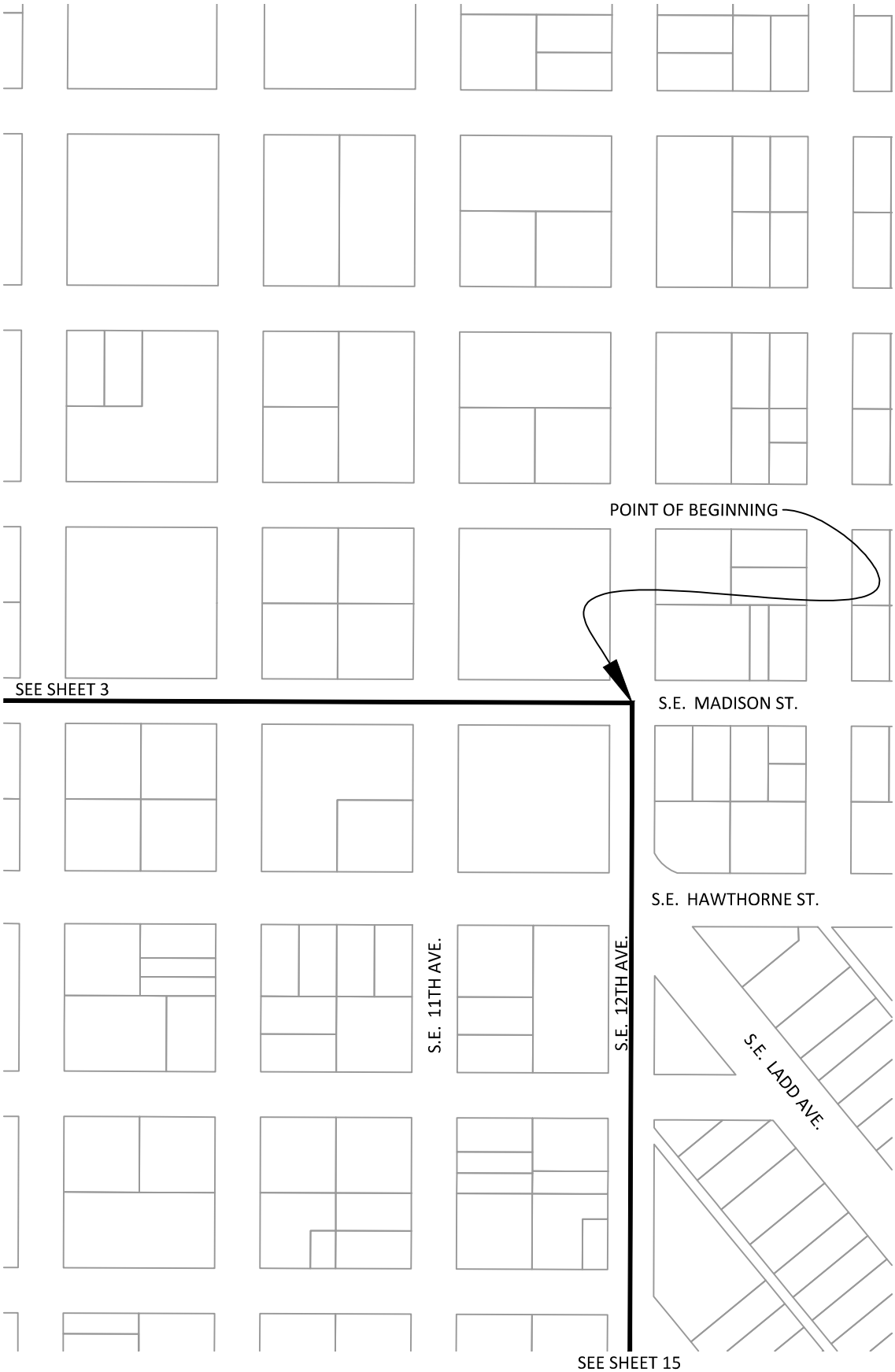
EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	1/15

kpff

111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com



NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	2/15

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NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
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PROJECT NO.	2400244
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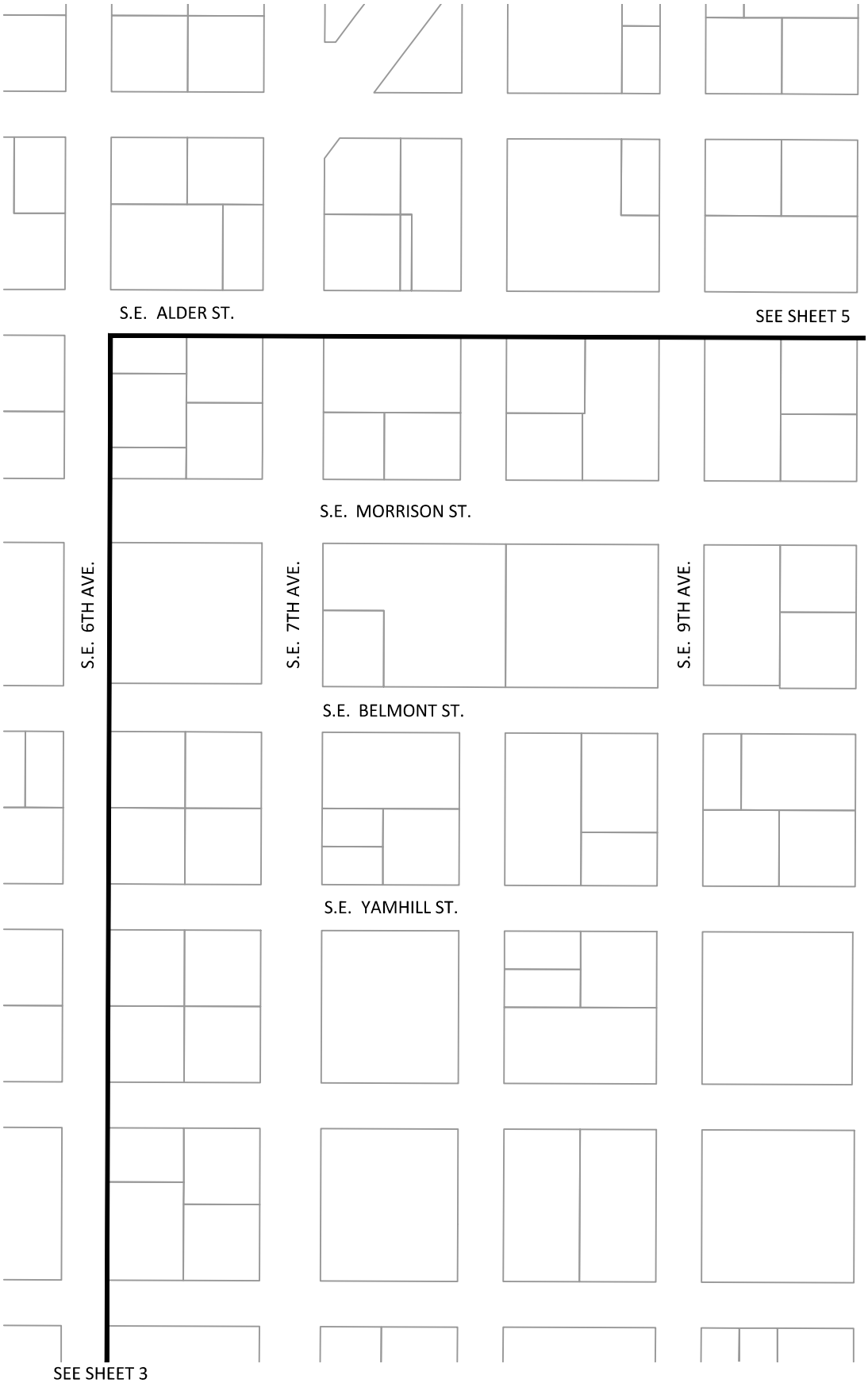

NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
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NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
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NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	6/15

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EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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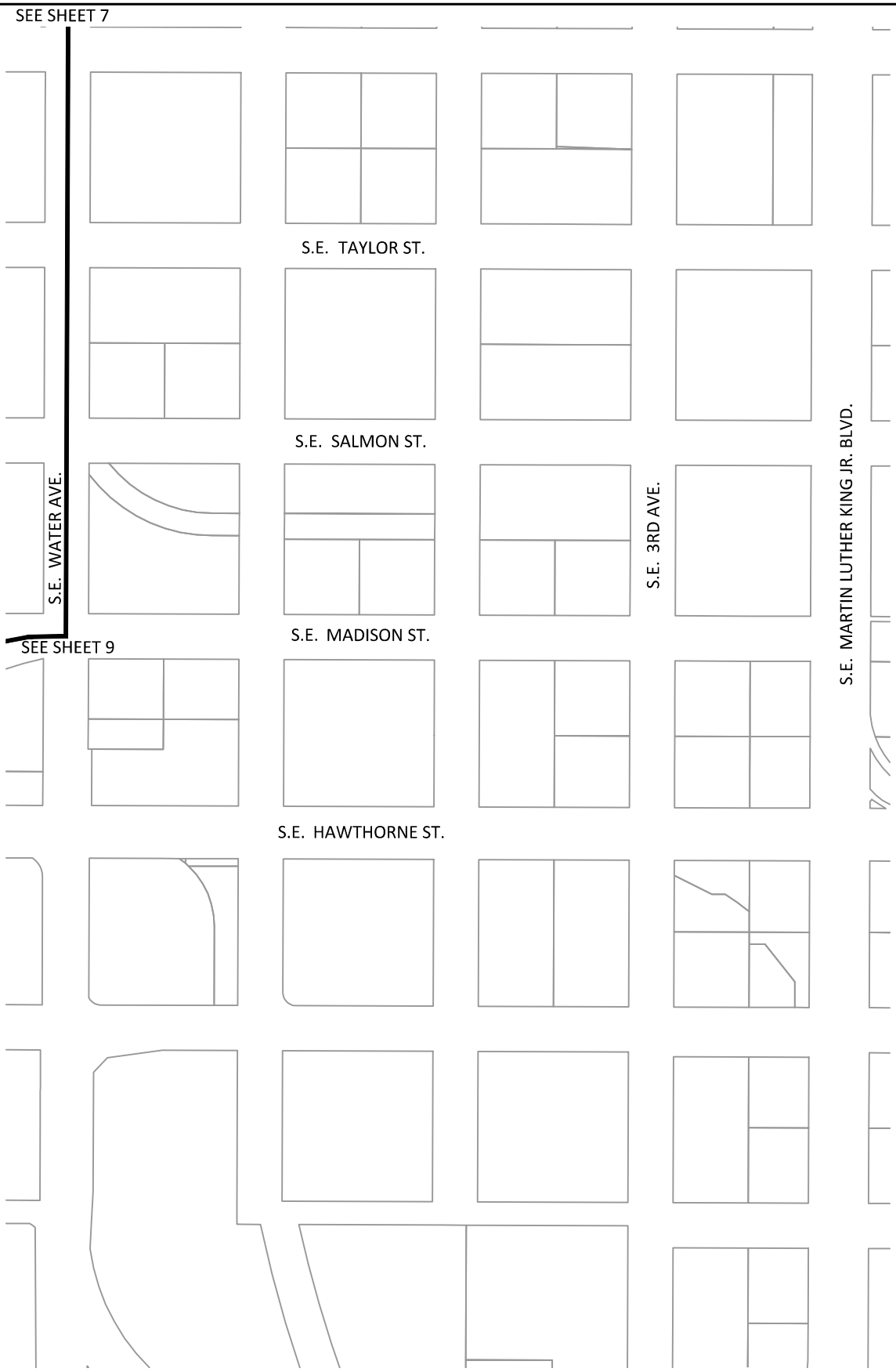

NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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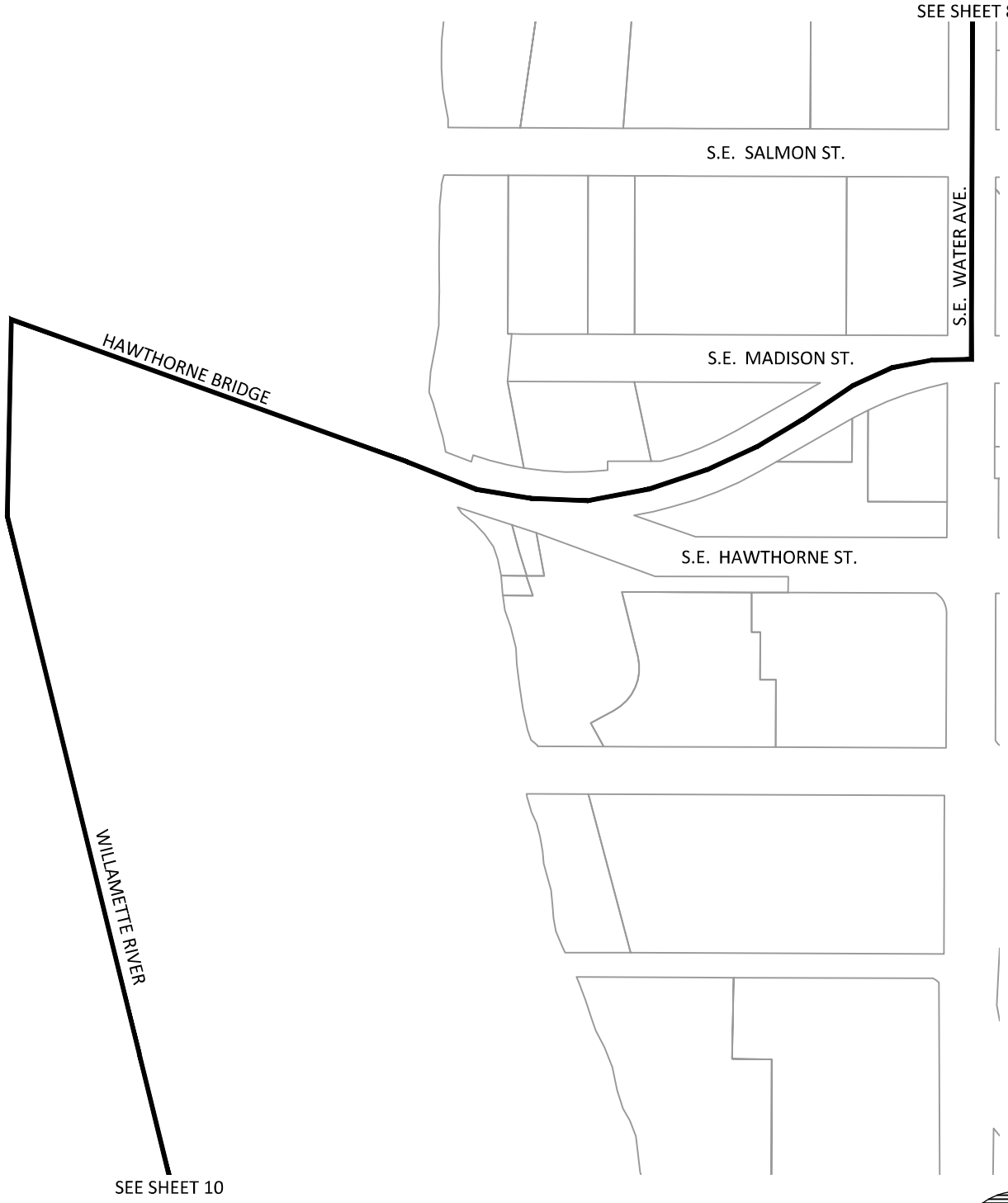

NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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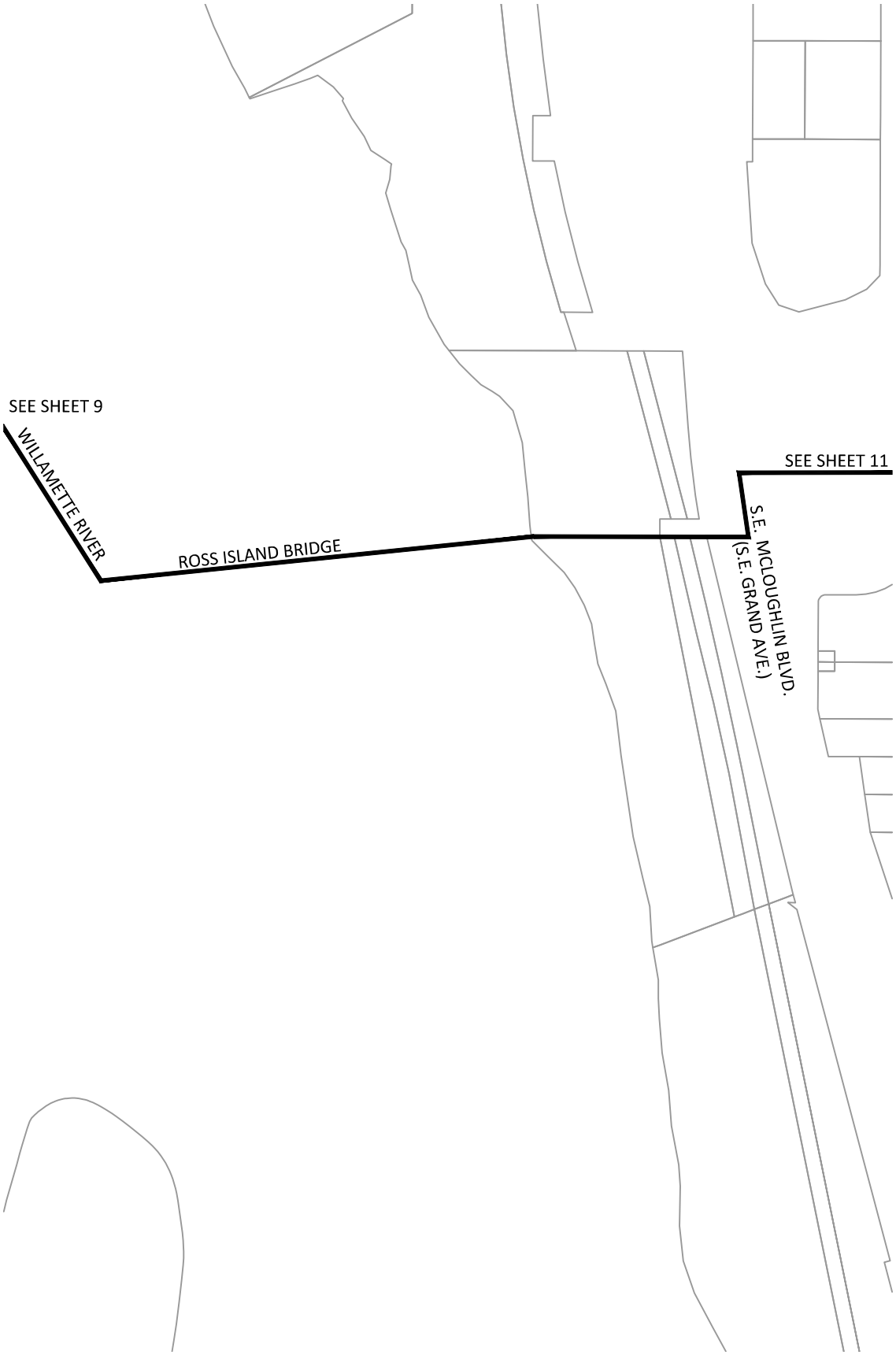

NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

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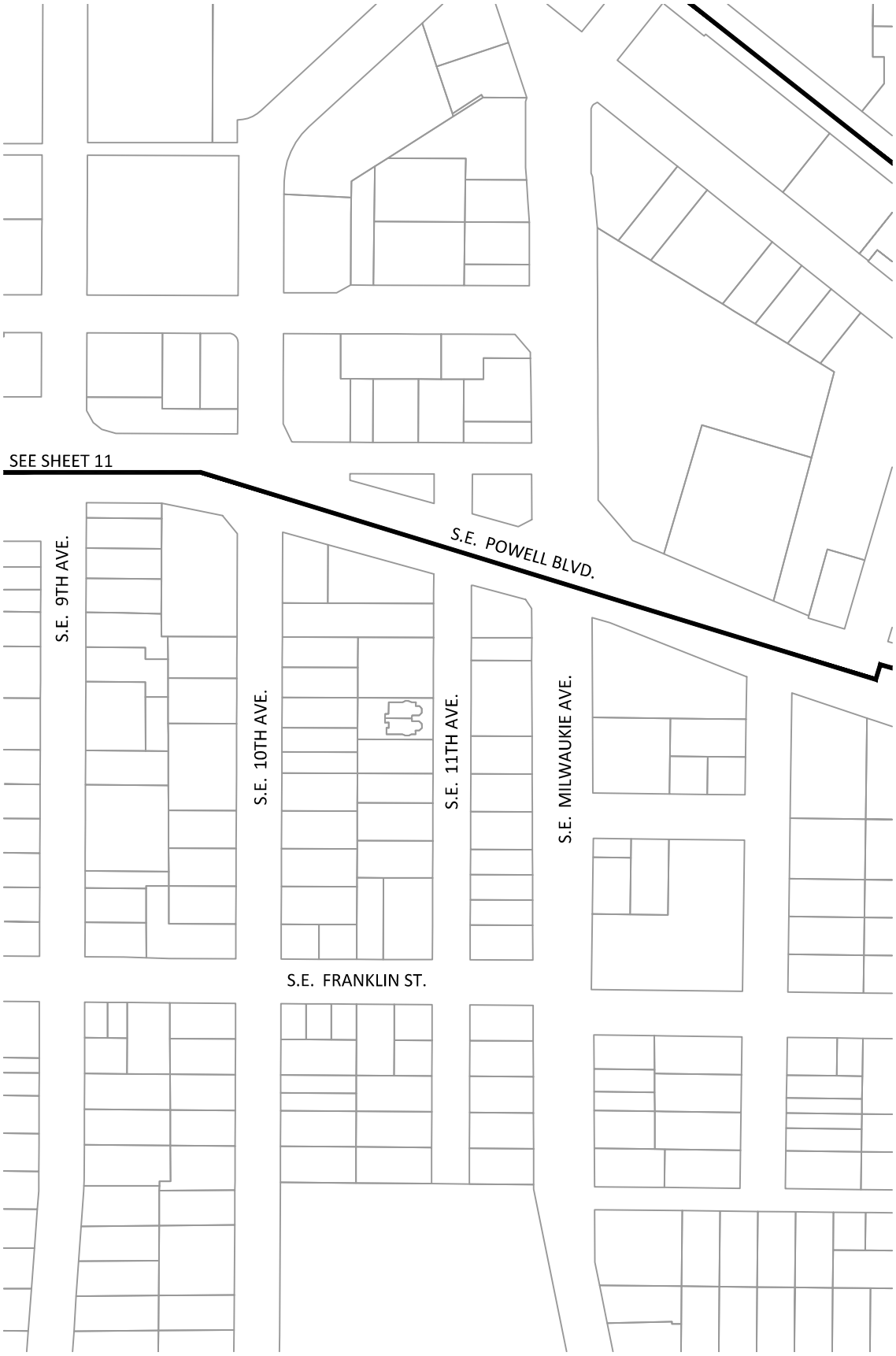

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EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

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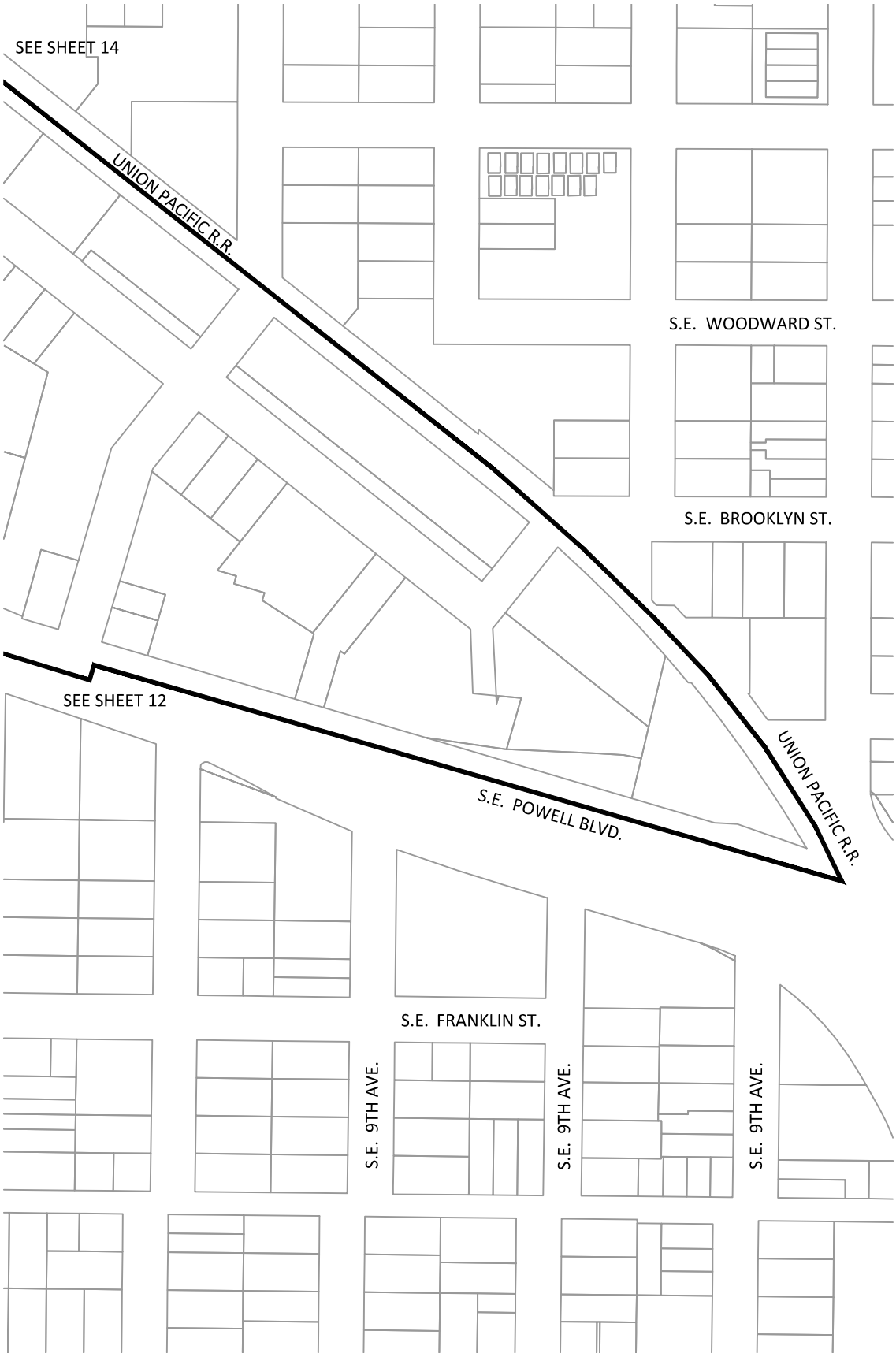

NORTH

SCALE: 1" = 200'

EXHIBIT B MAP - CENTRAL EASTSIDE CORRIDOR

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Exhibit B: Engagement Summary

The community engagement process sought to gather feedback and insight from a robust range of Central City stakeholders to inform the TIF district boundaries, visions, values, goals, project list, investment priorities, and governance considerations; and ensure that the TIF districts, plans, and reports adequately addressed and prioritized community needs, challenges, and opportunities.

Phase 1: Steering Committee Convening (October – November 2023):

The engagement process was initiated through a Central City TIF Exploration Steering Committee with a combination of Steering Committee meetings and work within interest-specific subcommittee meetings. The Steering Committee was comprised of 40 individuals with representation ranging from affordable housing development, market rate housing development, design, architecture, engineering, property management, property development, business district/associations, neighborhood organizations, large scale employers, key opportunity sites, nonprofit, advocacy, and municipal taxing jurisdictions. Representatives from various City Bureaus including Portland Housing Bureau, Bureau of Planning and Sustainability, Portland Bureau of Transportation, Bureau of Environmental Services, Portland Public Schools, and Portland Parks and Recreation also participated in this process.

Steering Committee members were tasked with providing high level input and feedback related to the vision, values, and goals as guiding principles for investment of TIF resources in the Central City before breaking out into subcommittee conversations. This phase of engagement included two Steering Committee meetings. The topics for each Steering Committee meetings included:

- *Steering Committee Meeting #1*: Background for TIF exploration, Steering Committee roles and responsibilities, TIF overview, and exploration study areas
- *Steering Committee Meeting #2*: TIF revenue modeling, required elements of TIF plans, overview of proposed plan development process, and Vision/Values/Goals breakout discussions

Phase 2: Subcommittee Priorities (December 2023 – February 2024)

At the subcommittee level, Steering Committee members were divided into three groups based on their areas of expertise including:

- Housing Production
- Business Recruitment and Retention
- Large-Scale Development Opportunities

Subcommittee conversations took a deep dive into specific geographic opportunities/challenges and project priorities within their respective topics. Information gathered from subcommittee conversations was utilized to develop draft district boundaries, project lists, and investment phasing principles. This phase of engagement included three meetings of each subcommittee. The topics for the subcommittee meetings included:

- *Subcommittee Meeting #1*: Overview of Working Tool for Plan Development, TIF Investment Case Study, Existing Conditions, TIF Investment Opportunities, Identify Information Gaps to be Addressed to Inform Geographic Priorities
- *Subcommittee Meeting #2*: Identification of Geographic Opportunities and Priorities, Review and Revision of Preliminary Project List Based on Mapping Exercise
- *Subcommittee Meeting #3*: Confirm Project List and Map, Discuss Project Prioritization and Phasing, Discuss Implementation and Oversight

- *Subcommittee Feedback:*
  - Challenges related to transportation mobility/accessibility of neighborhood
    - Need for safe pedestrian and multimodal infrastructure
    - Need for parking infrastructure
    - These challenges impact ability to retain businesses and employees
    - Opportunities with Green Loop development
  - Need for transportation and utility infrastructure within OMSI master plan site
  - Specific need for pedestrian infrastructure to better connect OMSI with the rest of the Central Eastside
  - Desires for better connections to waterfront
  - Desire for complete, mixed-use neighborhoods that have 24/7 activity
  - Address infrastructure and services to support residential development
  - Help for businesses with tenant improvements
  - OMSI already conducting deep community engagement around master plan

<u>Phase 3: Draft Recommendations & Revisions (March – July 2024)</u>
Once subcommittee conversations were concluded, the Steering Committee reconvened to review draft district geographies and project lists based on synthesized information from subcommittee conversations.

- *Steering Committee Meeting #3*: Review and provide feedback on draft district boundaries and cash flow models, and discuss governance models

  - *Steering Committee Feedback:*
    - Facilitate balanced mixed-use, mixed-income neighborhood development
    - Desire for infrastructure investments tied to development
    - Priority to develop a parking solution for the District
    - Priority for opportunities to connect with the river

This phase of engagement additionally extended to the broader community including holding an in-person open house, conducting an online survey, and providing briefings with key community stakeholders/organizations to gather feedback that would help inform revisions and a final set of recommendations.

The in-person open house was held at the Pacific Northwest College of Arts on Tuesday, April 30, 2024 from 5 – 7 pm and featured a 30-minute presentation of the TIF exploration progress with 15 minutes for Q&A and several activity stations to facilitate conversation and feedback with participants. The open house was promoted via social media, newsletters, the Central City TIF webpage, emails to the interested parties list (individuals who signed up for Central City TIF Exploration updates), and direct communications to various community stakeholders. Activity stations included opportunities to provide feedback on district scenarios, areas to be included or excluded for investment, ranking investment priorities by district, and open-ended comments and input. Approximately 30-35 individuals attended the open house.

The online survey was developed to reflect the questions/feedback opportunities from the open house and was available to submit responses between April 24 – May 9, 2024. The survey was distributed via social media, newsletters, the Central City TIF webpage, emails to the interested parties list, and direct communications to various community stakeholders. The survey received 44 submissions. Between the open house and the survey, 335 points of feedback were collected.

Several neighborhood associations, business districts, and relevant organizations/coalitions were outreached with an offer to provide a 30-45 minute briefing and Q&A. The Portland Downtown Neighborhood Association was outreached several times with various points of contact but did not respond. Briefings were conducted with the following organizations, in addition to four briefings with other interested parties/stakeholders: Briefings and presentations were conducted from April – May 2024.

- Go Lloyd
- Central Eastside Industrial Council
- Pearl District Neighborhood Association
- Old Town Community Association
- Venture Portland
- Central City Coalition

Community Engagement Feedback:

- Support for investment in opportunity sites – OMSI
- Housing is a priority with balance of affordable and middle-income housing investment based existing mix and opportunity
- Desire for Eastside waterfront connections
- Desire for a range of safe and effective transportation infrastructure (transit, multimodal options for pedestrians/bicyclists/mobility users)

Information gathered from the Steering Committee, open house, online survey, and community briefings were utilized to develop revised district boundaries, project lists, and priorities which went back to the Steering Committee for review in May 2024.

- *Steering Committee Meeting #4*: Review draft recommendations for district geographies, TIF investment priorities, and district community engagement

  - *Steering Committee Feedback:*
    - OMSI willing to assist with TIF outreach with their planned outreach efforts
    - Support for existing project list
    - Infrastructure, placemaking, economic development and housing development are priorities
    - Challenges with connectivity over railroad tracks
    - Desire for mix of housing and employment opportunities

Community briefings continued on an ongoing basis through July 2024 including presentations to Urban Land Institute Northwest, SE Uplift, NAIOP, Smart Growth, and BOMA Oregon.

<u>Phase 4: Finalize Recommendations (August 2024)</u>

Feedback from the May 9, 2024 Steering Committee meeting and community engagement was utilized to finalize the district geographies and draft each district's TIF plan and report for final review by the Steering Committee in August. The Steering Committee reconvened for a final time on August 1, 2024 to review and finalize the recommendation for TIF district plans and reports to move forward with the legislative process.

- *Steering Committee Meeting #5*: Finalize recommended TIF reports and plans