

PROSPER PORTLAND

Portland, Oregon

RESOLUTION NO. 7566

**APPROVING THE 82ND AVENUE AREA URBAN RENEWAL PLAN AND
FORWARDING TO PORTLAND CITY COUNCIL WITH A
RECOMMENDATION FOR APPROVAL**

WHEREAS, on April 26, 2023, City Council through Resolution 37617 adopted Advance Portland: A Call to Action for Inclusive Economic Growth, which directs action to pursue Tax Increment Financing (TIF) as a tool for inclusive growth and stabilization within the Central City and in alignment with community led TIF exploration in East Portland;

WHEREAS, on June 28, 2023, City Council through Resolution 37623 directed Prosper Portland, the Portland Housing Bureau, and Bureau of Revenue and Financial Services/Office of Management & Finance to pursue analysis and creation of new urban renewal districts (“TIF districts”), including the consideration of up to 7,500 acres of available land area and up to approximately \$6 billion in available assessed value for up to three new districts, including a potential district along 82nd Avenue to support the City's parallel investments in transportation improvements;

WHEREAS, staff convened a community-led steering committee to oversee the East Portland exploration processes as well as a community-led working group to specifically advise Prosper Portland regarding the optimal location of an 82nd Avenue Area TIF District and the priorities for investment within that district that could ultimately be codified in a new urban renewal plan (“TIF plan”) for the 82nd Avenue Area; and

WHEREAS, as a product of this extensive community engagement process, a TIF plan was developed for a proposed new TIF district containing 1,874 acres of area centered around the 82nd Avenue corridor running from roughly NE Fremont Street to the north and the City/County line to the south and including the Jade District Neighborhood Prosperity Initiative area, with a proposed maximum indebtedness of \$460,000,000 to finance projects under the TIF plan (the “82nd Avenue Area TIF Plan”).

NOW, THEREFORE, BE IT RESOLVED, that the Prosper Portland Board hereby approves the 82nd Avenue Area TIF Plan and Report, which are attached to this Resolution as Exhibit A and Exhibit B, respectively;

BE IT FURTHER RESOLVED, that the Prosper Portland Board does hereby direct that the 82nd Avenue Area TIF Plan and Report be forwarded to City Council for adoption by nonemergency ordinance; and

BE IT FURTHER RESOLVED, that consistent with Oregon Revised Statutes 457.089, the Prosper Portland Board hereby forwards the 82nd Avenue Area TIF Plan and Report to the Planning Commission for its recommendations to the Portland City Council; and

BE IT FURTHER RESOLVED, that with the affirmative vote of no fewer than four commissioners for this resolution, this resolution will become effective immediately upon its adoption, and otherwise it will take effect thirty days after adoption.

82nd Avenue Area Tax Increment Finance District Plan

August 28, 2024 Draft

TABLE OF CONTENTS

SECTION 1. INTRODUCTION	2
SECTION 2. BACKGROUND AND CONTEXT	2
SECTION 3. VALUES, VISION AND GOALS.....	6
Section 3.1 – Values	6
Section 3.2 – Vision	6
Section 3.3 – Goals.....	7
SECTION 4. PLAN IMPLEMENTATION.....	9
Section 4.1 - Principles that Guide Implementation.....	9
Section 4.2 – Proposed Projects and Major Activities	12
Section 4.3 – Plan Finances.....	21
Section 4.4 – Plan Relationship to Local Objectives	21
Section 4.5 – Proposed Land Uses, Maximum Densities and Building Requirements.....	21
Section 4.6 – Real Property Acquisition and Disposal	21
Section 4.7 – Relocation Plan.....	22
SECTION 5. GOVERNANCE OF TIF DISTRICT	23
Section 5.1 – Ongoing Community Engagement	23
Section 5.2 – Future Plan Amendments	23
SECTION 6. GLOSSARY.....	24
EXHIBITS TO PLAN	27
Exhibit A: Legal Description	
Exhibit B: Public Engagement Summary	
Exhibit C: Governance Charter	

SECTION 1. INTRODUCTION

This Plan will be used for decision-making related to the 82nd Avenue Area TIF District, from the development and adoption of Action Plans to the implementation of individual programs and investments. This Plan is the result of ongoing collaboration and co-creation process between stakeholders in the 82nd Avenue corridor and surrounding areas, Prosper Portland, and the Portland Housing Bureau, among others.

SECTION 2. BACKGROUND AND CONTEXT

From its beginning as a rural State highway designed to connect farms to markets, 82nd Avenue has become a critical corridor that supports tens of thousands of people who live, work, gather, and travel within and around the region. Over the decades, adjacent neighborhoods grew and diverse business, cultural and ethnic hubs formed along the corridor as the road's function shifted from an auto and freight thoroughfare into a major corridor linking commercial, neighborhood and cultural activity.

The City's Comprehensive Plan identifies 82nd Avenue as a "Civic Corridor," and further identifies a number of "centers" along its length, including: the Roseway Neighborhood Center; Montavilla Neighborhood Center; Jade District Neighborhood Center; Lents Town Center and the recently established Brentwood-Darlington Neighborhood Center. These centers are nodal locations where growth and community services are anticipated to be focused.

The Red, Blue, and Green MAX light rail lines can be accessed at the 82nd Avenue station, and the Green Line turns south after the Gateway station, running parallel to I-205 and 82nd Avenue, creating numerous opportunities for transit-oriented development.

In 2022, the State of Oregon transferred jurisdiction of 82nd Avenue to the City of Portland, along with \$185 million for safety, maintenance and infrastructure improvements, like new crossing signals, wider sidewalks and better street lighting. The goal is to transform the road to achieve the vision of a "Civic Corridor" as described in the Portland 2035 Comprehensive Plan: a street with high-quality transit service; safe, accessible multimodal facilities; mid-rise mixed-use development; and landscaping, including new tree canopy.

82nd Avenue is also home to TriMet Line 72-82nd/Killingsworth, which has the highest ridership of any bus line in the Portland area. It carries an estimated 8,500 riders on an average weekday, more people than the Yellow or Orange MAX Line. Metro and TriMet are leading an effort to explore transit alternatives, including Bus Rapid Transit (BRT) along the corridor in tandem with the City of Portland's investments in the corridor related to the jurisdictional transfer.

Of note, Tax Increment Financing (TIF) is not a new tool for the 82nd Avenue area. In 2012, a commercial area, comprising roughly the ten-block radius surrounding SE 82nd Avenue and SE Division Street, became a Neighborhood Prosperity Initiative (NPI) called the Jade District. NPIs are part of Prosper Portland's Neighborhood Prosperity Network (NPN), a program designed to support social equity-based community economic development at the neighborhood level. This area was selected based on a large concentration of culturally specific businesses, diversity in residents, and historic underinvestment. The Jade District, now housed at APANO, was a micro-TIF district.

In 2022, Prosper Portland, the Portland Housing Bureau and a coalition of community groups in the Cully neighborhood, including two NPIs – the Our 42nd Avenue and Cully Boulevard Alliance, brought forth a Cully Tax Increment Financing (TIF) District Plan. At the same time, members of the East Portland Action Plan (EPAP), in connection with the East Portland NPIs, including the Jade District, Historic Parkrose, the Division-Midway Alliance and Rosewood Initiative, had already begun convening a group in East Portland to discuss whether a similar model might fund long-held goals in East Portland.

In 2023, City Council passed Resolution 37623, directing Prosper Portland and the Portland Housing Bureau to start a TIF exploration process for East Portland.

With much change already on the horizon for the 82nd Avenue area and the potential for a heightened concern about gentrification and opportunities for stabilization and inclusive growth, City Council requested that the East Portland process include exploration of a new district along 82nd Avenue, highlighting the need for intentional, community-led development to help stabilize existing residents and businesses, and support long-term inclusive growth and wealth-building.

The 82nd Avenue Corridor Characteristics

The 82nd Avenue corridor is not monolithic. However, many areas lack necessary amenities like community and childcare centers, public gathering spaces, parks, tree canopy and shaded public spaces, living wage jobs, safe, walkable and multi-modal street infrastructure including greenways, multigenerational housing and affordable housing. The corridor also offers many opportunities for stabilization and inclusive growth for existing and future residents, businesses and community members: large, underdeveloped parcels; strong, culturally-specific organizations; transit opportunity; and a multitude of large, medium and small locally owned businesses.

The 82nd Avenue Area TIF District encompasses the commercial corridor running North/South along 82nd Ave and select surrounding areas. Its northern boundary is just north of NE Fremont Street, where it abuts the Sumner-Parkrose-Argay-Columbia Corridor (SPACC) TIF District. The southern boundary is the City/County line at SE Clatsop Street.

The corridor intersects with numerous east/west corridors, including NE Glisan Street, SE Stark and Washington streets, SE Division Street, SE Powell Boulevard, SE Woodstock Boulevard and SE Flavel Street. The district boundary incorporates western “fingers” to capture roughly ten blocks of each of these commercial corridors to the west, to support nodal development at those key 82nd Avenue intersections.

While 82nd Avenue intersects with SE Foster Road, the SE Foster corridor has seen much growth and support from the Lents Town Center TIF District in prior decades, so was not included in the current district. However, areas of 82nd Avenue near the Foster Road intersection were identified as needing investment as part of the 82nd Avenue Area TIF exploration process. As resources in the Lents TIF District are wrapping up, and state law does not permit land to be in more than one district at a time, the Lents TIF District Plan was amended to release these areas so that they might be incorporated into the new district for investment and stabilization.

The area is home to a diverse residential population, parks, schools and a wide range of commercial and other institutional uses.

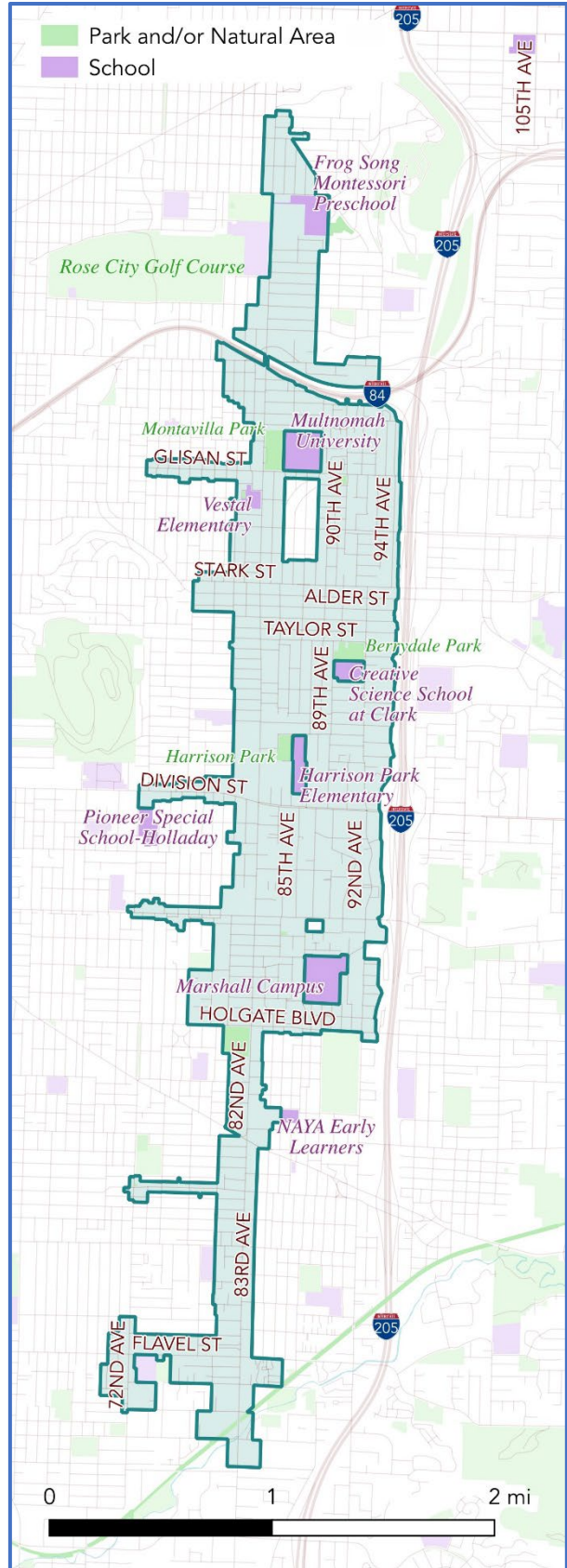
Key landmarks, institutions and other sites included in the district boundary include:

- Portland Community College, SE Campus
- Montavilla Community Center and Pool
- Parks, including Montavilla Park, Harrison Park, and Berrydale Park
- Commercial centers, including Eastport Plaza, Fubonn Shopping Center, and Powell Street Station which incorporate Winco Foods, Hung Phat Food Center, and Shun Fat Supermarket
- The Montavilla commercial couplet and the historic Academy Theater
- Multiple health and social services agencies and community-based organizations

The *82nd Avenue Area TIF District Report*, developed in support of this Plan, provides additional data on the demographic, physical, economic and social conditions along the corridor.

Due to the significant vulnerability to displacement along key nodes in the area, and with the goal of ensuring that current residents and businesses benefit from the investments and amenities generated through TIF resources, this Plan aims to uplift and empower Priority Communities. “Priority Communities,” in the context of this plan, refers to the intended beneficiaries of the 82nd Avenue Area TIF District: African American and Black persons; Indigenous and Native American persons; persons of color; immigrants and refugees of any legal status; renters; manufactured dwelling residents; persons with disabilities; elders and youth; LGBTQIA+; low-income people; houseless people; and other population groups that are systemically vulnerable to exclusion from the 82nd Avenue area due to gentrification and displacement.

FIGURE 1: 82ND AVENUE AREA TIF DISTRICT BOUNDARY



SECTION 3. VALUES, VISION AND GOALS

Numbers in each section of this section are for reference purposes only and do not reflect a prioritization of items in each list.

Section 3.1 – Values

The shared values below guided the process of planning, community engagement, and development of this Plan. Equity of both process and outcomes

1. Respect for a Diversity of Experiences and Perspectives, paired with a commitment to work together for the better of the community; no one is left behind
2. Community Stabilization and Wealth Building
3. Inclusive Economic Growth and Prosperity
4. Diversity, within and between different communities
5. Inclusivity and Accessibility, including elders and those with disabilities
6. Future Oriented, incorporating youth empowerment and considering future generations
7. Community Leadership and empowerment, with a focus on connection and relationships
8. Climate Justice, Resilience, Just Green Economy, Green Space

Section 3.2 – Vision

The long-term vision is to transform the 82nd Avenue Area TIF District into a place that provides a sense of place and belonging for its residents and businesses, and particularly for those who have been historically marginalized or are economically vulnerable. The area will have plentiful safe, affordable housing; thriving, diverse businesses; rewarding employment opportunities; safe and accessible pedestrian and bicycle networks and transportation/transit options; parks and open spaces; a clean and healthy environment; climate and natural hazard resilience; with places and programs that reflect and celebrate the full cultural diversity of the community.

This plan envisions a district where:

1. The 82nd Avenue corridor serves as an anchor, attraction and connector for communities to the east and west of what has historically been a divide.
2. The 82nd Avenue corridor and surrounding areas are safe, livable, walkable places that provide accessible, 20-minute neighborhood services, programs and amenities for residents and workers.
3. Access to affordable, stable housing is preserved and expanded, and new investments and development create stability and opportunity for low-income people, rather than leading to their displacement from their homes and neighborhoods.
4. 82nd Avenue area residents will have access to meaningful, living-wage employment and economic opportunities, and new investment will bring community benefits including education, workforce training, renewable energy resources and environmental assets, and neighborhood amenities.
5. 82nd Avenue area-based small businesses will continue to be supported and retained.
6. Relationships and partnerships within the area are strong, supporting information-sharing, community-building, a more circular economy within and between diverse communities, and local resources for employment and healthcare.
7. All residents will participate in, guide and lead the decisions that affect them and their communities, balancing the needs of current residents with those of future generations.

8. The community is stable and resilient in the face of climate change, natural disasters and related impacts to health and environment.

Section 3.3 – Goals

This TIF Plan is intended to address challenges by guiding the future identification and direct implementation of specific capital investments that meet community-identified needs, while also leveraging, motivating and encouraging private investment in capital projects to address those same needs. The Plan creates a menu of project types that can be invested in over time, while future 5-Year Action Plans, co-created with community, will identify specific priorities, goals, investments and performance metrics for that time period.

This District Plan contains a broad range of goals for future co-creation and decision-making processes to consider. Some are narrower and have more direct ties to the work of Prosper Portland and the PHB, while others are more aspirational. Progress toward aspirational goals is dependent on significant partnership, both public and private, and the availability of non-TIF resources.

To allow flexibility in future Action Planning as community needs, challenges and opportunities evolve time, both types of goals are included in this plan.

Given the broad range of goals, future decision-makers may find that not all goals are applicable to an individual TIF investment, and at times, goals may actually conflict with one another. For this reason, goals are examined for their applicability to the decision at hand, and only applicable goals are considered. Future co-creation participants and decision-makers must weigh and balance applicable goals to determine whether a particular decision would “on the whole” advance the goals of this Plan.

1. Ensure Priority Community members play lead roles in decisions about investments and policies that affect them and their communities.
2. Ensure current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.
3. Prevent the displacement of vulnerable people, communities, businesses, and community-based institutions from the 82nd Avenue Corridor.
4. Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously displaced. Explore the use of more mixed-use development.
5. Provide safe, accessible, and comfortable pedestrian and bicycle networks within the area, including improved local access to businesses, schools, parks and other institutions along the 82nd Avenue corridor.
6. Spur innovation of environment, climate justice and resilience initiatives in TIF projects.
7. Actively work to remove barriers that preclude community members from accessing TIF-funded projects and opportunities.
8. Support collaboration and partnership among community members, the private sector and all levels of government on projects involving TIF investment.

Goal Metrics

As part of each successive Action Planning process, when priority goals and investments are identified for implementation, metrics will be identified and co-created to measure performance toward those priorities. Metrics identified in Action Plans should:

- Consider both project/program outputs and outcomes.
- Inform all stakeholders of the need for project or program adjustments.
- Hold Prosper Portland, Portland Housing Bureau, and the City accountable to the vision, values, goals, and implementation principles of this Plan.
- Be reported on publicly, at least annually.

SECTION 4. PLAN IMPLEMENTATION

Section 4.1 - Principles that Guide Implementation

The principles that will guide implementation of the Plan are described below. These principles should be applied to guide all decisions about the use of TIF funds, including the selection and prioritization of projects, programs, and investments for inclusion in Action Plans. Once projects, programs, and investments are selected, these principles should also guide design, implementation, and public feedback and reporting mechanisms, in order to achieve the goals and purposes of the TIF District.

A. Analyze Potential Investments

Proactively analyze potential projects, programs and investments, in order to ensure that they meet and do not undermine the Values, Vision, and Goals set forth in Section 3, and the Guiding Implementation Principles in this Section. This analysis will be undertaken with significant community leadership – as described in the Governance Charter – and will serve as a key input into the development of Action Plans and other decisions about the use of TIF funds.

This analysis should:

- Assess a program's, project's, or investment's alignment with the values of this plan, as well as anticipated contributions to achieving the District's goals.
- Identify any potential for the project, program, or investment to contribute to displacement -- especially in terms of contributing to upward pressure on rents and property values.
- Identify mitigation measures for any potential displacement impacts, to include the options of foregoing, delaying or revising the project, or accompanying the project with other mitigating benefits.
- Creatively identify if and how each of the guiding principles in this Section can be applied to the proposed program, project or investment.
- Maximize direct investment in community outcomes and leverage of outside investment to maximize impact while minimizing overhead and administrative costs.

B. Strategically sequence investments over time

Action Plans will thoughtfully and strategically prioritize and sequence activities and investments to achieve the Values, Vision, Goals and Guiding Principles of the Plan. In general, investments will be prioritized in the following order over time:

1. Projects that prevent displacement and stabilize current residents, businesses and community institutions.
2. Real estate acquisition to remove property from the market, including to protect current leaseholders from displacement (residential and commercial), and secure opportunities for immediate, or future development of the eligible projects set forth in Section 4.2.
3. New development to expand opportunities for affordable housing, economic prosperity and wealth building which center Priority Communities.
4. Amenities that improve the quality of life for district residents, but whose primary function is neither affordable housing nor economic prosperity.

When investments are made in category 4 (Amenities), every attempt should be made to couple these investments with programs and projects that explicitly prevent or counteract displacement and gentrification, support inclusive growth and provide additional community benefits.

C. Set Aside Funds for Opportunistic Property Acquisition

When developing Action Plans, strongly consider the inclusion of dedicated, flexible property acquisition funds for Prosper Portland or Portland Housing Bureau implementation. Such funding should enable the government entities to complete quick and nimble property acquisition and to enter into partnerships with nonprofit or other entities for the purposes of:

- Preventing the displacement of residents, businesses and community-based institutions from existing buildings; and/or
- Securing opportunities for the subsequent development of eligible projects included in Section 4.2 of this plan.

A set-aside of funds for emergency repair and rehabilitation projects, for the purpose of preventing displacement, should be considered. Short term and/or temporary uses should be explored on acquired properties to strategically support Plan goals, prioritize Priority Community members, and when appropriate, support expenses associated with holding the land, including property taxes and maintenance.

D. Consider the District in Context

District-specific Action Planning and investments in East Portland should not happen in a vacuum. Prioritization processes should consider how investments support the TIF District Plan as well as consider broader East Portland and City opportunities, challenges, strategies, investments, resources and plans.

E. Leverage and Prioritize TIF Resources Alongside Other Funding Sources

Ensure that finite TIF funds have the largest possible impact in terms of achieving the Values, Vision, and Goals of the Plan.

Whenever possible, TIF-funded projects should leverage other funding sources in order to preserve TIF funds for additional projects. Where TIF is unavailable or certain undertakings are not eligible for TIF funding, or where TIF funding is prioritized for other goals described in this Plan, other funding sources should be pursued, utilized, and coordinated with TIF investments.

Specifically, TIF investments should be paired with non-TIF funds that support community programmatic/operating needs, if available, that can ensure the long-term success of the TIF capital investment.

F. Create Community Benefits from TIF Investments

In relative proportion to the scale of each project, TIF investments should produce meaningful, long-term benefits to the broader community (for example, affordability covenants, community benefits, etc.), in addition to whatever benefits go to a property owner, developer or other recipient of TIF funds. When TIF funds are used to offset a developer's cost for providing specific amenities for tenants within a project that support the goals of this plan, every effort should be made to ensure costs passed on to future tenants are eliminated or minimized.

G. Create Equitable Contracting and Employment Opportunities

Ensure that there are equitable opportunities and outcomes for workers and small business owners who represent Priority Communities. Opportunities and outcomes should extend beyond construction to include ongoing maintenance, property management, architecture work, and tenancing and operations of properties that receive TIF investments.

H. Prioritize and Support Community-based Businesses and Organizations

When making TIF investment decisions, prioritize organizations and businesses that have an established presence or strong connection to the district, or represent Priority Communities. It is critical that entities or partnerships performing/leading TIF investments represent these communities. TIF investments should create opportunities to sustain, enhance, invest in, develop, and grow the environment of organizations and businesses led by those from Priority Communities.

Additionally, to build on lessons learned from existing localized economic development initiatives, such as the work of the Neighborhood Prosperity Network, it is critical to maintain place-based community capacity that leverages other City of Portland or other public funding sources; serves as key pipeline and referral infrastructure for TIF products, projects and programs; and aligns with capacity opportunities tied to 5-Year Action Plans.

I. Advance Climate Action and Environmental Stewardship

Ensure that TIF investments respond to the reality that climate disaster and environmental inequities are a driving force of displacement. TIF investments should result in achieving climate justice by focusing investments to create environmentally sustainable development within accessible, walkable, bikeable 20-minute neighborhoods, and the resulting benefits should go to Priority Community members.

For example, reduce barriers, spur innovation, and provide incentives for energy efficiency, renewable energy, stormwater management, climate resiliency, and robust environmental standards in affordable housing and commercial projects.

J. Incorporate Arts, Culture and Signage

Seek opportunities to include historical and cultural art and signage in TIF investments, to celebrate and represent Priority Communities. These elements should be developed by and/or in collaboration with artists and community members who represent those communities. When possible, integrate these elements into projects invested within the District.

K. Remove Barriers to TIF-Funded Opportunities

Actively partner with financial institutions and others to address barriers that could preclude community members from accessing TIF-funded projects and opportunities (e.g. housing, commercial investments, contracting, employment, etc.). Work with community lenders and financial institutions to develop programs that align with culturally-specific or faith-based principles.

L. Support Cooperative Ownership

Support the formation of resident, tenant, and business cooperatives in conjunction with the acquisition, rehabilitation or development of residential and commercial properties.

M. Ensure Physical Accessibility

Design buildings and physical spaces to ensure trauma-informed principles and accessibility for people of all abilities and incentivize the use of innovative standards, such as universal design, that provide

accessibility, potentially beyond legal requirements. Support accessibility and safety through design elements such as pedestrian-focused lighting for public spaces.

N. Support Community Self Determination

Recognize that community based organizations have, and will continue to do, important work identifying and advocating for the needs, barriers and aspirations of a broad diversity of residents and businesses. Honor these works and when in alignment with this TIF District Plan, and when appropriate, look to partner with these respective organizations to implement community-defined visions.

O. Prioritize Long-Term Relationship Building and Repair

Prioritize repair in investment decisions, both for historic harm caused by public-agency action or inaction, and for potential future harm caused inadvertently by investment decisions made within the district.

Section 4.2 – Proposed Projects and Major Activities

This Section provides detailed information on the projects identified in the Plan. Each of the Plan’s projects fall into one of the following categories. Tables 1-3 describe the connection between these categories, potential projects, and the Plan’s goals. None of the anticipated projects is a “Public Building Project”, as that term is defined in ORS 457.010.

- **Affordable Housing:** Single family home repair, homeownership support, multi-family rental development, rehabilitation and preservation of existing regulated housing, acquisition and rehabilitation of existing market-rate housing, capital expenditures related to community services for people experiencing homelessness.
- **Inclusive Growth**
 - **Economic and Urban Development:** Predevelopment for commercial, middle-income or market rate residential, and/or multi-use development; land acquisition and land banking; development, redevelopment and renovation (including storefront improvements and business expansion); arts and culture; signage; infrastructure investments triggered by development, redevelopment or renovation activities;
 - **Infrastructure:** Street, utilities and green infrastructure improvements; connectivity and accessibility; and public recreation, safety, health and resilience investments
- **Plan Administration:** City staff and/or consultant time spent coordinating Agency activities.

A. Affordable Housing (minimum 45%)

In partnership with mission-driven organizations and developers, preserve and create affordable housing for families and individuals. Tax Increment Financing funds may be used for activities that support property acquisition, pre-development, development, rehabilitation and/or preservation of affordable housing.

As a result of the TIF Set-Aside Policy adopted by Portland City Council in 2006 (Ordinance #180889), and 2015 update (Ordinance #187415), at least 45 percent of all TIF resources generated in the District will be allocated for affordable housing. In accordance with city policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and

homeownership housing with focus on families earning 80 percent to 100 percent or less of area median income depending on home size.

This Plan authorizes projects and programs which fulfill the affordable housing-related goals and objectives of this Plan. This Plan envisions that through collaboration with the community, the Portland Housing Bureau will lead implementation of affordable housing related activities. The type and funding level for projects and programs will be based on the Action Plans and the Portland Housing Bureau’s Strategic Framework, as well as other adopted City housing policies, where applicable. To support the development of communities along the 82nd Avenue corridor, new multi-dwelling development should be focused at major intersections near transit infrastructure, be fully accessible, and include a mix of unit types, including 2- and 3- bedroom units.

The following programs that are currently operated by the Portland Housing Bureau and are eligible to receive funding through the 82nd Avenue Area TIF District.

TABLE 1. AFFORDABLE HOUSING (minimum 45%)		
Project Short Name	Description	Relationship to Plan Goals
Single Family Home Repair	Support low-income community members who currently own their homes, so that they are more likely to be able to stay in place, through home repairs relating to life safety, code compliance, energy efficiency upgrades, and accessibility upgrades.	<p><u>Goal 2:</u> Ensure current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.</p> <p><u>Goal 3:</u> Prevent the displacement of vulnerable people, communities, businesses and community-based institutions from the 82nd Avenue Corridor.</p> <p><u>Goal 4:</u> Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously</p>

		displaced. Explore the use of more mixed-use development.
Homeownership Support	Provide down payment assistance and other types of financial assistance, as well as the financial subsidization of the development of new homes. The preferred model for homeownership investments made under this plan is permanently affordable homeownership utilizing mechanisms such as down payment assistance, community land trusts, and covenants that ensure the homes remain affordable for subsequent buyers.	Goal 2 Goal 3 Goal 4
Multi-family Rental Development	Develop new affordable rental housing in a variety of unit sizes, including family sized units (two-bedrooms or larger).	Goal 2 Goal 3 Goal 4
Rehabilitation and Preservation of Existing Regulated Housing	Provide funding to rehabilitate and preserve the affordability of existing regulated affordable housing.	Goal 2 Goal 3 Goal 4
Acquisition & Rehabilitation of Existing Market-Rate Housing	Purchase market-rate housing, including motels, foreclosed and unoccupied properties, make needed repairs and renovations, and convert to regulated affordable housing (for individual ownership, cooperative ownership, and rental).	Goal 4
Capital Expenditures for Community Services for Houseless Neighbors	Prioritize housing development rather than large sheltering facilities for people experiencing houselessness. Provide limited resources for capital expenditures related to community services,	Goal 2 Goal 3 Goal 4

	including the creation of sanitation facilities.	
--	--	--

The 82nd Avenue community is particularly interested in the implementation of existing programs which align with identified community priorities. Additional details highlighting housing stabilization, anti-displacement, resident-owned cooperatives, and repair funds that can be quickly accessed to respond to emergency situations are examples of these priorities.

In addition to the current programs operated by the Portland Housing Bureau, 82nd Avenue community members and stakeholders have expressed an interest in new programs using TIF funds. These new programs may or may not be developed in accordance with the Section 6 Glossary definition of affordable housing, but if agreed to as part of an Action Plan, will be implemented in line with the vision, values, goals, and implementation principles in this District Plan together with the set aside policy. Consideration of and decisions regarding any new programs the Housing Bureau currently does not operate will occur during the planning process for an Action Plan. The following new programs are eligible for legal, financial, feasibility and impact analysis, and if determined feasible by PHB, for program development and implementation through a five-year action plan.

- Affordable infill and middle housing: Incentivize regulated affordable housing (for both rental and homeownership) in middle-density configurations including attached units (e.g., duplexes, triplexes, other -plexes), cottage clusters, tiny houses and accessory dwelling units (ADUs).
- Manufactured housing park stabilization, preservation and development: Support the acquisition and rehabilitation of existing manufactured housing parks, and the development of new manufactured housing parks, by affordable housing providers and resident-owned cooperatives, including repairs to existing manufactured homes and purchase of new manufactured homes.

B. Inclusive Growth - Economic and Urban Development (minimum 40%)

Retain, create, and expand economic opportunities through investments in commercial, industrial and mixed-use properties and workforce housing.

This project category will be advanced in a manner consistent with the goals, values and implementation principles identified in Section 3 and Section 4.1 of this Plan, respectively. In addition, TIF-funded commercial projects will seek to:

1. Provide long-term stable, accessible and affordable commercial space with priority for businesses and non-profits that are owned, led by, and/or support Priority Communities; especially existing businesses located within the District boundary, and new businesses being started by community members with ties to the 82nd Avenue area and surrounding neighborhoods. This especially includes investments in properties developed, owned or otherwise controlled for the long term by public agencies and non-profit organizations;
2. Support employment of community members from the 82nd Avenue corridor and adjacent neighborhoods, particularly of Priority Communities;
3. Support mixed-use development that combines commercial space with the other eligible projects in this plan, including affordable housing or other priority services and amenities;

4. Support growth of high-wage employment opportunities which benefit 82nd Avenue area residents; and
5. Enable growth of businesses offering green products and services, which support a circular economy

During the development of this plan, the following types of business and services were identified by community members as priorities:

1. Affordable and culturally-specific grocery stores and restaurants
2. Organic, fresh food options
3. Credit union or bank that serves the community in line with the goals of this Plan
4. Affordable childcare and family-focused retail (e.g., toy store)
5. Workforce housing
6. Health services, including mental health services and public restrooms
7. Recreational facilities and/or community gathering spaces (e.g., playgrounds, basketball and pickleball courts, etc.)
8. Maker’s space
9. Incubator and micro-business space, including where home-based businesses can be showcased
10. Retail goods and services that meet regular household needs, such as clothing, home goods, and cleaning services
11. Art gallery space
12. Services and businesses that expand multimodal transportation options (for example, bicycle and electric vehicle charging, services and repair or permanent, long-term bicycle storage lockers and structures)
13. Services and business that help to reduce energy and resources consumption and waste and promotes reuse and recycling
14. Remediation and redevelopment of large, undeveloped or underdeveloped sites

To achieve the above goals, eligible activities to implement this project category include:

TABLE 2. INCLUSIVE GROWTH - ECONOMIC & URBAN DEVELOPMENT (minimum 40%)		
Project Short Name	Description	Relationship to Plan Goals
Predevelopment to support future commercial, middle-income residential or mixed-use development	Support technical and/or financial assistance to determine the feasibility of development, redevelopment and renovation projects.	<u>Goal 4</u> : Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously displaced.

		<p>Explore the use of more mixed use development.</p> <p><u>Goal 7:</u> Actively work to remove barriers that preclude community members from accessing TIF-funded projects and opportunities.</p>
<p>Land Acquisitions & Land Banking for immediate or future commercial and mixed-use purposes</p>	<p>Invest to acquire properties for development or redevelopment in conformance with the goals of this Plan</p> <ul style="list-style-type: none"> ● controlling land so that it remains affordable. ● sets aside funds for rapid, opportunistic property acquisition and carrying costs when TIF eligible opportunities arise that would further the goals of the Plan. ● Remediation activities can be funded through this Plan on all land banked property to ensure that it is developable in the future 	<p>Goal 4</p>
<p>Commercial, Middle-Income Residential, Mixed-use Development, Redevelopment and Renovation</p>	<p>Support development, redevelopment and renovation activities, including:</p> <ul style="list-style-type: none"> ● New construction ● Building façade improvements ● Remediation activities ● Professional services, building and site design assistance ● Tenant improvements ● Building repairs and upgrades ● Lease and/or loan guarantees 	<p><u>Goal 2:</u> Ensure that current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.</p> <p><u>Goal 3:</u> Prevent the displacement of vulnerable people, communities, businesses and community-</p>

	<ul style="list-style-type: none"> ● Climate, resilience and community projects ● Seismic, fire suppression, other public safety improvements ● Accessibility improvements; landscaping enhancements; pedestrian amenities and lighting outside of the public right of way ● Permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup businesses and non-profits. 	<p>based institutions from the 82nd Avenue Corridor.</p> <p>Goal 4</p>
<p>Arts and Culture</p>	<p>Support Arts and cultural investments (not public art as a “public building,” defined in ORS 457.010) that celebrate and represent Priority Communities, developed by and/or in collaboration with artists and community members who represent those communities.</p> <p>Prioritize murals, avenue placemaking investments, arts and entertainment performance venues, or interactive, multicultural community art spaces.</p>	<p><u>Goal 1:</u> Ensure those historically marginalized or economically vulnerable people play lead roles in decisions about investments and policies that affect them and their communities.</p> <p>Goal 4</p>
<p>Signage</p>	<p>Develop signage that serves the greater purpose of the TIF district, including multi-lingual signage and directional signage to local businesses.</p>	<p>Goal 1</p> <p>Goal 4</p>
<p>Infrastructure Investments Triggered by Development, Redevelopment or Renovation Activities</p>	<p>Invest in critical public safety improvements, transportation improvements, green infrastructure and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in this Plan.</p>	<p>Goal 4</p> <p><u>Goal 5:</u> Provide safe, accessible and comfortable pedestrian and bicycle networks within the area, including improved local access to businesses,</p>

	<p><i>See Table 3 for other eligible infrastructure projects</i></p>	<p>schools, parks and other institutions along the 82nd Avenue corridor.</p> <p><u>Goal 6:</u> Spur innovation of environment, climate justice and resilience initiatives in TIF projects.</p> <p>Goal 7</p>
--	--	--

C. Inclusive Growth: Infrastructure (maximum 15%)

To support 82nd Avenue areas that are safe, livable, walkable places that provide accessible, 20-minute neighborhood services, programs and amenities for residents and workers, eligible activities in this project area include:

TABLE 3. INCLUSIVE GROWTH - INFRASTRUCTURE (maximum 15%)

Project Short Name	Description	Relationship to Plan Goals
<p>Street, Utilities and Green Infrastructure Improvements</p>	<p>Support new streets, street improvements, bike lanes, stormwater improvements, increase of tree canopy, new and/or relocated utilities (water, storm, sanitary sewer) that considers and prioritizes innovative sustainable solutions to our infrastructure system (i.e., pervious pavement).</p>	<p><u>Goal 2:</u> Ensure that current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.</p> <p><u>Goal 3:</u> Prevent the displacement of vulnerable people, communities, businesses and community-based institutions from the 82nd Avenue Corridor.</p> <p><u>Goal 5:</u> Provide safe, accessible, and comfortable pedestrian and bicycle networks within the area, including improved local</p>

		<p>access to businesses, schools, parks and other institutions along the 82nd Avenue corridor.</p> <p><u>Goal 7:</u> Actively work to remove barriers that could preclude community members from accessing TIF-funded projects and opportunities.</p>
<p>Connectivity and Accessibility</p>	<p>Improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges. Prioritize connections within the district and to other parts of the City. Install pedestrian-scale lighting near commercial corridors, schools, parks and other institutions.</p>	<p><u>Goal 5:</u> Provide safe, accessible and comfortable pedestrian and bicycle networks within the area, including improved local access to businesses, schools, parks and other institutions along the 82nd Avenue corridor.</p>
<p>Public Recreation, Safety, Health and Resilience Investments</p>	<p>Support resilience, recreation, public and personal health outcomes, community gathering space and food access in public spaces. Prioritize new local parks, trails, and natural areas, especially ones that do not require use of motor vehicles to reach; covered spaces for existing parks; new and updated community centers; resilience hubs; community gardens, community gathering spaces, business-adjacent rest areas, athletic facilities such as basketball courts and soccer fields, and public exercise equipment (outdoor, permanently installed). Support inclusive spaces that are youth and family friendly.</p>	<p><u>Goal 1:</u> Ensure Priority Community members play lead roles in decisions about investments and policies that affect them and their communities.</p> <p>Goal 2</p> <p>Goal 3</p> <p><u>Goal 4:</u> Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those</p>

		previously displaced. Explore the use of more mixed use development.
--	--	--

D. Plan Administration

Expenditures for the administrative costs associated with managing the TIF District including budgeting and annual reporting, collaborative planning and co-creation, TIF district-focused public engagement and the implementation of projects in the District are authorized.

Section 4.3 – 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 457.470. Amounts collected pursuant to ORS 457.420 to 457.470 will be deposited into a 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 \$460,000,000. The Maximum Indebtedness does not include any amount of indebtedness that may be incurred to refund or refinance existing indebtedness.

Section 4.4 – 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 4.5 – 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 to comply with the requirements of all such plans and regulations at the time of project implementation.

Section 4.6 – 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 the Five-Year Action Plans adopted as amendments to this Plan.

Section 4.7 – 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 of any residents or businesses is necessary, Prosper Portland and/or PHB will, at a minimum, 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.

If any person is required to move their residence or business as a result of any real property acquisition funded by this Plan, Prosper Portland and/or PHB will make all reasonable efforts to ensure that the displaced persons have the option to relocate within their neighborhood and, except as required by emergency, no person may be displaced from their residence until appropriate residential units have become available to them within the neighborhood that fit within their financial means.

In addition, except as required by emergency, no displaced person will be required to move from their residence or business without first receiving written notice from Prosper Portland and/or PHB at least 90 days prior to the date by which the move is required, and the notice must identify all costs and allowances to which such person is entitled under federal, state or local law. In carrying out their responsibilities under this Section of the Plan, Prosper Portland and PHB must: provide fair and reasonable relocation payments and assistance to or for displaced persons; provide relocation assistance services, as appropriate to the circumstances; and, pay or reimburse property owners for all necessary expenses, as appropriate to the circumstances.

SECTION 5. GOVERNANCE OF TIF DISTRICT

Section 5.1 – Ongoing Community Engagement

Implementation of this plan will be undertaken with community leadership, input and involvement. Prosper Portland shall convene an 82nd Avenue Area TIF District Community Leadership Committee to inform Five-Year Action Plans and provide ongoing guidance on implementation, as described in Exhibit C. Governance Charter. This Charter was created to ensure and institutionalize the representation, elevation and centering of Priority Community needs and voices over the life of the TIF 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.

Section 5.2 – 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:

- 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.

SECTION 6. GLOSSARY

“Accountability” means the ability to identify and hold public officials responsible for their actions. (2035 Comprehensive Plan)

“Access” means: 1) The ability to approach or make use of transportation facilities, parks and open space, public infrastructure, or businesses and services that are open to the public. Good access means within proximity (up to a half mile) that is free from physical barriers for those with limited mobility. 2) Providing a wide variety of information and involvement opportunities, activities, and settings as part of meaningful community engagement in public decision-making. (2035 Comprehensive Plan)

“Action Plans” means a plan which proposes investments and programs in the TIF Area on a five-year basis.

“Affordable housing” means:

TIF funded affordable housing is guided by the 2015 City of Portland Affordable Housing Set Aside Policy, and the supplementary Implementation Plan and Income Guidelines which are binding City Policy under Section 1.07.020 A of the City Code.

For rental housing: the Portland Housing Bureau (PHB) utilizes the HUD affordability standard, which states that the rent plus expenses associated with occupancy, such as tenant paid utilities or fees, does not exceed 30 percent of the gross household income, based on unit size, at the level of the rent restriction.

For homeownership units: the purchase price, for which the sum of debt service and housing expenses (including an allowance for utilities and other required ownership fees), when compared to the annual gross income for a family, adjusted for family size, does not preclude conventional mortgage financing.

“Affordable commercial space” means offering access and assistance to qualified businesses in the form of an equitable tenanting application processes, access to space, and in some cases additional financial support or incentives designed to lower the barriers to entry for emerging and small businesses, such as reduced rent, tenant improvement contributions and technical assistance.

“Agency” means Prosper Portland. Prosper Portland is responsible for implementation and administration as required under ORS 457.

“Area” or “TIF Area” means the properties and rights-of-way located within the 82nd Avenue Area Tax Increment District Boundary. It is a defined geography from which tax increment financing is both calculated and spent. This term is understood to refer to and replace references to the term “urban renewal area” as defined in ORS 457.010(18).

“Area median income” means an income threshold set by Department of Housing and Urban Development, updated annually, generally in December. New thresholds are effective immediately. Current MFI thresholds can be found online at <https://www.portlandoregon.gov/phb/>

“Barriers” are obstacles that can prevent something from happening or being achieved. Barriers can change over time and the term is used in several different contexts within this document. When used specifically to describe barriers to accessing TIF resources, it means things like immigration status, credit history, legal history, education, language, rental history, eviction history and experience of domestic violence. This list is not exhaustive.

“Charter” is the Governance Charter for the 82nd Avenue Area TIF District, as the same may be amended from time to time, pursuant to its terms and conditions. It establishes the Community Leadership Committee. (2035 Comprehensive Plan)

“Climate justice” means an approach to climate action that focuses on the unequal impacts of climate change on historically underserved, underrepresented, or otherwise vulnerable communities.

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

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

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within a TIF Area at the time of adoption as more particularly described in ORS 457.430(1). The County Assessor certifies the assessed value after the adoption of a TIF area plan.

“Increment” means that part of the assessed value of a TIF area attributable to any increase in the assessed value of the property located in a TIF area, or portion thereof, over the Frozen Base.

“ITIN” means Individual Taxpayer Identification Number which is a tax processing number only available for certain nonresident and resident persons, their spouses, and dependent who cannot get a Social Security Number.

“LGBTQIA+” stands for Lesbian, Gay, Bisexual, Transsexual, Queer, Intersex and Asexual. The “+” stands for all of the other identities not encompassed in the short initialization, and is used to refer to the community as a whole.

“Manufactured Dwelling” A dwelling unit constructed off of the site which can be moved on the public roadways. Manufactured dwellings include residential trailers, mobile homes, and manufactured homes.

“Manufactured housing park” means an area or tract of land where two or more manufactured dwellings or manufactured dwelling lots are rented or held out for rent.

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

“Middle housing” sometimes referred to as “middle-density” housing or the “missing middle,” means housing that falls between single-family houses and larger multi-family buildings, in terms of scale. Middle housing can include rowhouses, duplexes, apartment and bungalow courts, stacked flats, cottage clusters and ADUs. This type of housing is generally built at the same scale (size, height, setbacks) as

single-family homes, so it feels integrated into the neighborhood. The term was coined by urban planner Daniel Parolek.

“Neighborhood Prosperity Initiative” means a Prosper Portland program focused on community economic development at the neighborhood scale. A community-driven, self-help approach is at the heart of this work. With grants, training, and support from Prosper Portland, each district is responsible for planning and implementing projects to improve the local commercial district.

“NOFA” means Notice of Funding Availability – means the official notice of availability of funds which may be disbursed for projects and is a means of soliciting proposals for undertaking projects.

“ORS” means the Oregon Revised Statutes. ORS Chapter 457 specifically relates to tax increment financing.

“Permanently affordable homeownership” means homeownership opportunities which prescribe affordability for subsequent buyers of the property or home, in contrast with homeownership opportunities which prescribe no additional affordability beyond the first purchaser.

“PHB” means the Portland Housing Bureau

“Priority Communities” refers to the intended beneficiaries of the 82nd Avenue Area TIF District: African American and Black persons; Indigenous and Native American persons; persons of color; immigrants and refugees of any legal status; renters; manufactured dwelling residents; persons with disabilities; elders and youth; LGBTQIA+; low-income people; houseless people; and other population groups that are systemically vulnerable to exclusion from the 82nd Avenue area due to gentrification and displacement.

“Regulated affordable unit” means a residential unit subject to a regulatory agreement that runs with the land and that requires affordability for an established income level for a defined period of time.

“RFP” means request for proposals. It is a means of soliciting proposals for undertaking projects. It is a document issued by the City, Prosper Portland, a business or an organization to request bids for development, products, solutions and services.

“Steering Committee” refers to the appointed body providing overarching, East-Portland wide guidance to the three Working Groups during exploration. This body was charged with steering engagement and providing guidance on cross-cutting issues, including acreage and assessed value (AV) allocation at the start of exploration. The body was appointed by Commissioner Carmen Rubio to represent a broad range of relationships, demographics, experiences and expertise.

“Tax increment finance” or “tax increment financing” or “TIF” means the funds that are associated with the division of taxes accomplished through the adoption of a TIF plan. In Portland it is a program designed to leverage private investment for economic development and affordable housing projects in a manner that enhances the benefits accrued to the public interest.

“Trauma-informed principles” are a set of values and practices that acknowledge the impact of trauma on people’s lives. These principles include safety; trustworthiness and transparency; peer support; collaboration and mutuality; empowerment, voice and choice; and cultural, historical and gender issues. (Center for Disease Control’s Office of Public Health Preparedness and Response)

“20-minute Neighborhood” means a Complete Neighborhood where people have safe and convenient access to the goods and services needed in daily life, which include a variety of housing options, grocery stores and other commercial services, high-quality public schools, and parks. These amenities are easily accessible by foot within a 20-minute walk, and are also highly accessible for wheelchairs, bikes, and transit for people of all ages and abilities.

“Working Group” means the 82nd Avenue Area TIF District Exploration Working Group. This group led development of the 82nd Avenue Area Plan. Members applied for this group through an open call process and were selected by committees composed of a Prosper Portland staff person, PHB staff person, two Steering Committee members and the East Portland Action Plan Advocate.

EXHIBITS TO PLAN

- A. Legal Description of District (See ORS 457.085(2)(c)).**
- B. Public Engagement During Plan Development (See ORS 457.085(1)).**
- C. Governance Charter**

EXHIBIT 'A'

**82ND AVE TIF DISTRICT LEGAL DESCRIPTION
AUGUST 21, 2024**

REFERENCE SOURCES NOTED IN THE FOLLOWING LEGAL DESCRIPTION ARE HEREBY DEFINED AS FOLLOWS:

BOOK AND PAGE: MULTNOMAH COUNTY DEED RECORDS
DOCUMENT NO.: MULTNOMAH COUNTY DEED RECORDS
ORDINANCE NO.: CITY OF PORTLAND RECORDS
PLAT: MULTNOMAH COUNTY PLAT RECORDS

BEARINGS AND DISTANCES LISTED IN THE FOLLOWING LEGAL DESCRIPTION ARE APPROXIMATE ONLY AND HAVE BEEN ESTIMATED USING RECORD INFORMATION AND GIS TAX PARCEL DATA. FOR DISTANCE CALLS ALONG RIGHT-OF-WAY CENTERLINES THAT DO NOT INCLUDE AN ENDING POINT, THE FOLLOWING CALL IS INTENDED TO PROVIDE THE QUALIFYING INFORMATION FOR THE ENDING POINT.

A TRACT OF LAND LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 20, THE SOUTHWEST ONE-QUARTER OF SECTION 21, THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 28, THE NORTHEAST AND SOUTHEAST ONE-QUARTERS OF SECTION 29, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 32, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 33, TOWNSHIP 1 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, AND THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 4, THE NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 5, THE NORTHWEST, NORTHEAST AND SOUTHEAST ONE-QUARTERS OF SECTION 8, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 9, THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 16, THE NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 17, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 20, AND THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 21, TOWNSHIP 1 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE CENTERLINE OF NE 82ND AVENUE, SAID POINT BEING ON THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF THE PLAT OF ROSE VILLAS;

THENCE EASTERLY 340 FEET (MORE OR LESS) ALONG SAID NORTHERLY LINE OF ROSE VILLAS, TO THE NORTHEAST CORNER OF LOT 20, SAID ROSE VILLAS;

THENCE SOUTHERLY 143 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID LOT 20, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE BEECH STREET;

THENCE EASTERLY 50 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF NE BEECH STREET;

THENCE SOUTHERLY 260 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF PARCEL 2, PARTITION PLAT NO. 2005-32, AND THE NORTHERLY EXTENSION THEREOF, AND THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2005-157855, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE MILTON STREET;

THENCE WESTERLY 50 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF NE MILTON STREET;

THENCE SOUTHERLY 132 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOT 24, SAID ROSE VILLAS, AND THE NORTHERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF SAID LOT 24;

THENCE EASTERLY 325 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 24, AND THE SOUTHERLY LINE OF LOTS 27 AND 34, SAID ROSE VILLAS, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 85TH AVENUE;

THENCE NORTHERLY 15 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF NE 85TH AVENUE;

THENCE EASTERLY 140 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2000-167747, AND THE WESTERLY EXTENSION THEREOF, TO THE WESTERLY LINE OF LOT 44, SAID ROSE VILLAS;

THENCE SOUTHERLY 130 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF LOT 44, AND THE WESTERLY LINE OF LOT 45, SAID ROSE VILLAS, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE FREMONT STREET;

THENCE WESTERLY 390 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE FREMONT STREET, TO THE CENTERLINE OF NE FREMONT DRIVE;

THENCE SOUTHEASTERLY 1,053 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE FREMONT DRIVE, TO THE CENTERLINE OF NE 86TH AVENUE;

THENCE SOUTHERLY 457 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 86TH AVENUE, TO THE CENTERLINE OF NE SISKIYOU STREET;

THENCE EASTERLY 326 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE SISKIYOU STREET;

THENCE SOUTHERLY 1,324 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF PARCEL 3, PARTITION PLAT NO. 1998-22, AND THE NORTHERLY EXTENSION THEREOF, THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2008-153727, THE EASTERLY LINE OF LOTS 11, 12, 13, 14, 15, PLAT OF MADISON PLACE, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE RUSSELL STREET;

THENCE WESTERLY 191 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE RUSSELL STREET, TO THE CENTERLINE OF NE 86TH AVENUE;

THENCE SOUTHERLY 2,670 FEET ALONG THE CENTERLINE OF NE 86TH AVENUE TO THE CENTERLINE OF NE HALSEY STREET;

THENCE EASTERLY 702 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE HALSEY STREET, TO THE CENTERLINE OF NE 90TH AVENUE;

THENCE NORTHEASTERLY 221 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 90TH AVENUE ALONG THE ARC OF A 750.25 FOOT RADIUS CURVE TO A POINT BEING 30 FEET NORTHWESTERLY FROM

THE NORTHWEST CORNER OF LOT 1, BLOCK 2, PLAT OF EASTGATE VILLAGE, WHEN MEASURED PERPENDICULAR THERETO;

THENCE SOUTHEASTERLY 30 FEET (MORE OR LESS) TO SAID NORTHWEST CORNER OF LOT 1, BLOCK 2, EASTGATE VILLAGE;

THENCE EASTERLY 412 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOTS 1, 2, 3, 4, 5, 6, 7 AND 8, BLOCK 2, SAID EASTGATE VILLAGE, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 91ST AVENUE;

THENCE NORTHERLY 15 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 91ST AVENUE, TO THE CENTERLINE OF NE WEIDLER STREET;

THENCE EASTERLY 316 (MORE OR LESS) ALONG THE CENTERLINE OF NE WEIDLER STREET, TO THE CENTERLINE OF NE 92ND AVENUE;

THENCE SOUTHERLY 212 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 92ND AVENUE, TO THE NORTHERLY QUARTER CORNER OF SAID SECTION 33, SAID POINT BEING THE NORTHEAST CORNER OF THE PLAT OF ROSE WOOD;

THENCE SOUTHERLY 436 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID ROSE WOOD TO THE NORTHERLY RIGHT-OF-WAY LINE OF THE O.W.R. & N. CO. RAILROAD;

THENCE WESTERLY 2,787 FEET (MORE OR LESS) ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF THE O.W.R. & N. CO. RAILROAD, TO THE EASTERLY RIGHT-OF-WAY LINE OF NE 82ND AVENUE (ROAD NO. 659);

THENCE SOUTHERLY 282 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF NE 82ND AVENUE, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. INTERSTATE HIGHWAY 84;

THENCE EASTERLY 4,200 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. INTERSTATE HIGHWAY 84, TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 205;

THENCE SOUTHERLY 13,100 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 205, TO THE NORTHEAST CORNER OF (1S2E09DB-00600-REQUESTED FROM ODOT);

THENCE WESTERLY 500 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID (1S2E09DB-00600-REQUESTED FROM ODOT), AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 92ND AVENUE;

THENCE SOUTHERLY 405 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 92ND AVENUE;

THENCE EASTERLY 347 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID (1S2E09DB-00600-REQUESTED FROM ODOT), AND THE WESTERLY EXTENSION THEREOF, TO THE WESTERLY RIGHT-OF-WAY LINE OF U.S. INTERSTATE HIGHWAY I-205;

THENCE SOUTHERLY 2,042 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 205, TO THE SOUTHEAST CORNER OF LOT 3, PLAT OF HOLGATE RUN;

THENCE WESTERLY 370 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 3, HOLGATE RUN, AND THE SOUTHERLY LINE OF LOT 2, PLAT OF CADWELL'S ADDITION, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 92ND AVENUE;

THENCE NORTHERLY 203 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 92ND AVENUE, TO THE CENTERLINE OF SE HOLGATE BOULEVARD;

THENCE WESTERLY 970 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE HOLGATE BOULEVARD, TO THE CENTERLINE OF SE 88TH AVENUE;

THENCE SOUTHERLY 110 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 88TH AVENUE;

THENCE WESTERLY 435 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOTS 2 AND 17, BLOCK 5, AND THE SOUTHERLY LINE OF LOTS 2 AND 17, BLOCK 6, PLAT OF SAGINAW HEIGHTS, AND THE EASTERLY AND WESTERLY EXTENSIONS THEREOF, TO THE CENTERLINE OF SE 86TH COURT;

THENCE SOUTHERLY 30 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 86TH COURT;

THENCE WESTERLY 291 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE PARCELS 1 AND 2, PARTITION PLAT NO. 2004-114, AND THE EASTERLY EXTENSION THEREOF, AND THE NORTHERLY LINE OF LOTS 5, 6 AND 7, PLAT OF ISABELLA'S CURLS, TO THE SOUTHWEST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2019-091298;

THENCE NORTHERLY 50 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2019-091298, TO THE SOUTHERLY LINE OF LOT 1, BLOCK 4, PLAT OF HEYTING ADDITION;

THENCE WESTERLY 162 FEET (MORE OR LESS) ALONG SAID SOUTHERLY LINE OF LOT 1, BLOCK 4, HEYTING ADDITION, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 85TH AVENUE;

THENCE SOUTHERLY 27 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 85TH AVENUE;

THENCE WESTERLY 120 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 1029, PAGE 1226, RECORDED 2/28/1975, AND THE EASTERLY EXTENSION THEREOF, TO THE EASTERLY LINE OF LOT 12, BLOCK 3, SAID HEYTING ADDITION;

THENCE NORTHERLY 19 FEET (MORE OR LESS) TO THE NORTHEAST CORNER OF SAID LOT 12, BLOCK 3, HEYTING ADDITION;

THENCE WESTERLY 325 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 12, BLOCK 3, HEYTING ADDITION, AND THE EASTERLY EXTENSION THEREOF, AND THE NORTHERLY LINE OF LOTS 5 AND 12, BLOCK 2, SAID HEYTING ADDITION, AND THE EASTERLY AND WESTERLY EXTENSIONS THEREOF, TO THE CENTERLINE OF SE 83RD AVENUE;

THENCE SOUTHERLY 706 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 83RD AVENUE, TO THE CENTERLINE OF SE SCHILLER STREET;

THENCE EASTERLY 20 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE SCHILLER STREET;

THENCE SOUTHERLY 200 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF 10TH STREET, AS VACATED JULY 6, 1949, BY ORDINANCE NO. 89748, AND THE NORTHERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF LOT 4, BLOCK 9, SAID ELMIRA, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 3, BLOCK 1, PLAT OF DIEL'S ADDITION;

THENCE SOUTHERLY 355 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 3, BLOCK 1, DIEL'S ADDITION, AND THE SOUTHERLY EXTENSION THEREOF, AND THE WESTERLY LINE OF LOT 7, BLOCK 8, SAID DIEL'S ADDITION, AND THE NORTHERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF SAID LOT 7;

THENCE EASTERLY 100 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 7, BLOCK 8, DIEL'S ADDITION, AND THE SOUTHERLY LINE OF LOT 8, BLOCK 8, SAID DIEL'S ADDITION, TO THE NORTHWEST CORNER OF LOT 1, BLOCK 8, PLAT OF MAGDELINA PARK;

THENCE SOUTHERLY 115 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 1, BLOCK 8, MAGDELINA PARK, AND THE WESTERLY LINE OF LOTS 2 AND 3, BLOCK 8, SAID MAGDELINA PARK, TO THE NORTHEAST CORNER OF PARCEL 2, PARTITION PLAT NO. 1998-132;

THENCE WESTERLY 80 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL 2, AND THE NORTHERLY LINE OF PARCEL 1, PARTITION PLAT NO. 1998-132, TO THE NORTHWEST CORNER OF SAID PARCEL 1, PARTITION PLAT NO. 1998-132;

THENCE SOUTHERLY 120 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL 1, PARTITION PLAT NO. 1998-132, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE RAYMOND COURT;

THENCE WESTERLY 41 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE RAYMOND COURT;

THENCE SOUTHERLY 120 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOT 6, BLOCK 1, SAID MAGDELINA PARK, AND THE NORTHERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF SAID LOT 6, BLOCK 1, MAGDELINA PARK;

THENCE EASTERLY 120 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE SAID LOT 6, BLOCK 1, MAGDELINA PARK, AND THE SOUTHERLY LINE OF LOTS 7 AND 8, SAID BLOCK 1, MAGDELINA PARK, TO THE MOST EASTERLY NORTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2012-081926;

THENCE SOUTHERLY 177 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2012-081926, TO THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2021-100191;

THENCE EASTERLY 380 FEET (MORE OR LESS) ALONG SAID NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2021-100191, AND THE EASTERLY EXTENSION THEREOF, TO THE NORTHWEST CORNER OF THAT PARCEL CONDEMNED FOR SCHOOL PURPOSES BY JUDGEMENT RECORDED 11/16/1960 IN BOOK 2037, PAGE 219;

THENCE SOUTHERLY 355 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF THAT PARCEL CONDEMNED FOR SCHOOL PURPOSES BY JUDGEMENT RECORDED 11/16/1960 IN BOOK 2037, PAGE 219, TO THE NORTHERLY LINE OF LOT 9, PLAT OF GARDENA;

THENCE WESTERLY 183 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 9, GARDENA, AND THE NORTHERLY LINE OF LOT 8, SAID GARDENA, TO THE NORTHWEST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2017-045641;

THENCE SOUTHERLY 176 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2017-045641, TO THE CENTERLINE OF SE INSLEY STREET;

THENCE WESTERLY 69 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE INSLEY STREET, TO THE CENTERLINE OF SE 84TH AVENUE;

THENCE SOUTHERLY 452 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 84TH AVENUE, TO THE EASTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 22, BLOCK 1, PLAT OF MARION PARK;

THENCE WESTERLY 260 FEET (MORE OR LESS) ALONG SAID SOUTHERLY LINE OF LOT 22, BLOCK 1, MARION PARK, AND THE EASTERLY AND WESTERLY EXTENSIONS THEREOF, TO THE CENTERLINE OF SE 83RD AVENUE;

THENCE SOUTHERLY 4,974 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 83RD AVENUE, AS SHOWN ON THE PLATS OF EVELYN, ARLETA PARK NO. 4, SHELTON, EUGENIA PARK, AND ARMINGTON, TO THE CENTERLINE OF SE FLAVEL STREET;

THENCE EASTERLY 734 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE FLAVEL STREET, TO THE NORTHERLY EXTENSION OF THE WESTERLY LINE OF LOT 3, BLOCK 1, PLAT OF EDGE-O-TOWN VILLAS;

THENCE SOUTHERLY 649 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF LOT 3, EDGE-O-TOWN VILLAS, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE LAMBERT STREET, AS SHOWN AS MAPLE STREET IN THE PLAT OF DE LASHMUTT & OATMAN, SUBDIVISION NO. 2;

THENCE WESTERLY 669 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE LAMBERT STREET;

THENCE SOUTHERLY 519 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOT 30, SAID DE LASHMUTT & OATMAN, SUBDIVISION NO. 2, TO THE NORTHWESTERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 2291, PAGE 1761, RECORDED APRIL 11, 1990, BEING A PORTION OF THAT PARCEL KNOWN AS "SPRINGWATER CORRIDOR";

THENCE SOUTHWESTERLY 196 FEET (MORE OR LESS) ALONG SAID NORTHWESTERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 2291, PAGE 1761, RECORDED APRIL 11, 1990, TO THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD;

THENCE EASTERLY 148 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD;

THENCE SOUTHERLY 651 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF PARCELS 1 AND 2, PARTITION PLAT NO. 2022-17, AND THE EASTERLY RIGHT-OF-WAY LINE OF SE 83RD AVENUE, TO THE CENTERLINE OF SE HARNEY STREET;

THENCE EASTERLY 201 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SE HARNEY STREET;

THENCE SOUTHERLY 324 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOT 3, BLOCK 2, PLAT OF FREDONIA, AND THE NORTHERLY EXTENSION THEREOF, AND THE EASTERLY LINE OF LOT 4, SAID BLOCK 2, FREDONIA, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE SHERRETT STREET;

THENCE SOUTHERLY 326 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF PARCEL 3, PARTITION PLAT NO. 1994-118, AND THE NORTHERLY EXTENSION THEREOF, AND THE EASTERLY LINE OF LOT 4, BLOCK 1, SAID FREDONIA, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE CLATSOP STREET;

THENCE WESTERLY 536 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE CLATSOP STREET, COINCIDENT WITH THE SOUTHERLY LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 21, TOWNSHIP 1 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, TO THE SOUTHEAST CORNER OF SECTION 20, TOWNSHIP 1 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN;

THENCE WESTERLY 248 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 20, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2019-114475;

THENCE NORTHERLY 652 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2019-114475, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE HARNEY STREET;

THENCE WESTERLY 745 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE HARNEY STREET;

THENCE NORTHERLY 653 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOTS 1, 3, 4, 5, 6, 7, 8, 10, AND THE SOUTHERLY AND NORTHERLY EXTENSIONS THEREOF, BLOCK 2, PLAT OF SATELLITE TERRACE, TO THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD;

THENCE EASTERLY 331 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD;

THENCE NORTHERLY 653 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOTS 1, 2, 3, 4, AND THE SOUTHERLY EXTENSION THEREOF, PLAT OF ANITA ADDITION, AND THE EASTERLY LINE OF LOT 14, SAID DE LASHMUTT & OATMAN, SUBDIVISION NO. 2, TO THE CENTERLINE OF SE LAMBERT STREET;

THENCE WESTERLY 992 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE LAMBERT STREET;

THENCE NORTHERLY 653 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOT 18, SAID DE LASHMUTT & OATMAN, SUBDIVISION NO. 2, TO THE CENTERLINE OF SE FLAVEL STREET;

THENCE WESTERLY 165 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE FLAVEL STREET;

THENCE SOUTHERLY 130 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF PARCEL 2, PARTITION PLAT NO. 2001-120, AND THE NORTHERLY EXTENSION THEREOF, TO THE SOUTHEAST CORNER OF SAID PARCEL 2, PARTITION PLAT NO. 2001-120;

THENCE WESTERLY 165 FEET (MORE OR LESS) ALONG THE SOUTHERLY OF SAID PARCEL 2, PARTITION PLAT NO. 2001-120, AND THE WESTERLY EXTENSION THEREOF, TO THE WESTERLY LINE OF LOT 18, PLAT OF DE LASHMUTT & OATMAN SUBDIVISION NO. 2;

THENCE NORTHERLY 130 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF SAID LOT 18, DE LASHMUTT & OATMAN SUBDIVISION NO. 2, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE FLAVEL STREET;

THENCE WESTERLY 531 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE FLAVEL STREET;

THENCE SOUTHERLY 327 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2006-065714, AND THE NORTHERLY EXTENSION THEREOF, THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 98030141, AND THE EASTERLY LINE OF PARCELS I AND II AS DESCRIBED IN DOCUMENT NO. 2022-090872, TO THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 1372, PAGE 15, RECORDED 11/21/1949;

THENCE EASTERLY 55 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL DESCRIBED IN BOOK 1372, PAGE 15, RECORDED 11/21/1949, TO THE NORTHWEST CORNER OF THAT PARCEL DESCRIBED IN BOOK 1602, PAGE 367, RECORDED 5/22/1953;

THENCE SOUTHERLY 330 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL DESCRIBED IN BOOK 1602, PAGE 367, RECORDED 5/22/1953, THE EASTERLY LINE OF THE PLAT OF GARRETT'S PLACE, THE EASTERLY LINE OF PARTITION PLAT NO. 1993-19, AND THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 94-059517, TO THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2016-064659;

THENCE EASTERLY 476 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2016-064659, AND THE EASTERLY EXTENSION THEREOF, AND THE NORTHERLY RIGHT-OF-WAY LINE OF A 10 FOOT WIDE UNNAMED PUBLIC ROADWAY, TO THE WESTERLY RIGHT-OF-WAY LINE OF SE 75TH AVENUE;

THENCE SOUTHERLY 651 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SE 75TH AVENUE, TO THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD;

THENCE WESTERLY 662 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD, TO THE CENTERLINE OF SE 72ND AVENUE;

THENCE SOUTHERLY 76 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 72ND AVENUE, TO THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD;

THENCE WESTERLY 130 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE CRYSTAL SPRINGS BOULEVARD;

THENCE NORTHERLY 395 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOT 4, BLOCK 2, PLAT OF 72ND ST. ADDITION, AND THE SOUTHERLY EXTENSION THEREOF, AND THE EASTERLY LINE OF LOT 4, BLOCK 1, SAID 72ND ST. ADDITION, TO THE NORTHEAST CORNER OF SAID LOT 4, BLOCK 1, 72ND ST. ADDITION;

THENCE WESTERLY 530 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOTS 4, 5, 6, 7 AND 8, SAID BLOCK 2, 72ND ST. ADDITION, TO THE NORTHWEST CORNER OF SAID LOT 8, BLOCK 2, 72ND ST. ADDITION;

THENCE NORTHERLY 330 FEET ALONG THE EASTERLY LINE OF LOTS 12, 13, 14, 15 AND 16, SAID BLOCK 2, 72ND ST. ADDITION, TO THE NORTHEAST CORNER OF SAID LOT 16, BLOCK 2, 72ND ST. ADDITION, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2005-052179;

THENCE NORTHERLY 165 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2005-052179, AND THE WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2012-122918, TO THE SOUTHWEST CORNER OF LOT 1, PLAT OF SHERI LYNN PARK;

THENCE NORTHERLY 249 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 1, AND THE WESTERLY LINE OF LOTS 2, 3, 4, 5 AND 6, SAID SHERI LYNN PARK, TO THE NORTHWEST CORNER OF SAID LOT 6;

THENCE EASTERLY 162 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 6, SHERI LYNN PARK, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 70TH AVENUE;

THENCE NORTHERLY 740 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 70TH AVENUE;

THENCE EASTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 5, PLAT OF TALLMON HOMESTEAD, AND THE WESTERLY EXTENSION THEREOF, TO THE SOUTHEAST CORNER OF SAID LOT 5, TALLMON HOMESTEAD;

THENCE NORTHERLY 47 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID LOT 5, TALLMON HOMESTEAD, TO THE NORTHWEST CORNER OF LOT 3, BLOCK 4, PLAT OF BRENTWOOD;

THENCE EASTERLY 125 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 3, BLOCK 4, BRENTWOOD, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 71ST AVENUE;

THENCE NORTHERLY 351 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 71ST AVENUE, TO THE CENTERLINE OF SE OGDEN STREET;

THENCE EASTERLY 380 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE OGDEN STREET;

THENCE SOUTHERLY 405 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOT 1, AND THE NORTHERLY EXTENSION THEREOF, THE EASTERLY LINE OF LOTS 2, 3, 4, 5 AND 6, AND THE EASTERLY LINE OF LOT 7, AND THE SOUTHERLY EXTENSION THEREOF, BLOCK 2, PLAT OF STERLING, TO THE CENTERLINE OF SE HENDERSON STREET;

THENCE EASTERLY 1,926 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE HENDERSON STREET;

THENCE NORTHERLY 489 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOT 20, BLOCK 6, SAID STERLING, AND THE SOUTHERLY EXTENSION THEREOF, THE EASTERLY LINE OF LOT 4, SAID BLOCK 6, STERLING, AND THE NORTHERLY EXTENSION THEREOF, AND THE EASTERLY LINE OF LOT 4, BLOCK 5, SAID STERLING, AND THE SOUTHERLY EXTENSION THEREOF, TO THE NORTHEAST CORNER OF SAID LOT 4, BLOCK 5, STERLING;

THENCE WESTERLY 35 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 4, BLOCK 5, STERLING, TO THE SOUTHWEST CORNER OF LOT 2, PLAT OF CANHAM;

THENCE NORTHERLY 251 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 2, CANHAM, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE BYBEE BOULEVARD;

THENCE WESTERLY 65 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE BYBEE BOULEVARD;

THENCE NORTHERLY 253 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2015-148558, AND THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2024-026156, TO THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 97137468;

THENCE EASTERLY 17 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 97137468, TO THE SOUTHEAST CORNER THEREOF;

THENCE NORTHERLY 286 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 97137468, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE COOPER STREET;

THENCE EASTERLY 4 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE COOPER STREET, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 2,097 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE;

THENCE WESTERLY 376 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 1, AND THE EASTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOTS 2, 3, 4, 5, 6 AND 7, BLOCK 12, PLAT OF CHICAGO, TO THE NORTHEAST CORNER OF LOT 17, SAID BLOCK 12, CHICAGO;

THENCE SOUTHERLY 100 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID LOT 17, BLOCK 12, CHICAGO, TO THE SOUTHEAST CORNER THEREOF;

THENCE WESTERLY 50 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 17, BLOCK 12, CHICAGO, TO THE SOUTHWEST CORNER THEREOF;

THENCE NORTHERLY 100 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 17, BLOCK 12, CHICAGO, TO THE NORTHWEST CORNER THEREOF;

THENCE WESTERLY 230 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOTS 9, 10, 11, 12, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 77TH AVENUE;

THENCE SOUTHERLY 3 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 77TH AVENUE;

THENCE WESTERLY 661 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 1, AND THE EASTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOTS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, AND THE WESTERLY EXTENSION THEREOF, BLOCK 11, PLAT OF AMENDED MAP OF WOODMERE, TO THE CENTERLINE OF SE 74TH AVENUE;

THENCE SOUTHERLY 5 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 74TH AVENUE;

THENCE WESTERLY 328 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 5, AND THE EASTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOTS 4, 3, 2, 1, AND THE WESTERLY EXTENSION THEREOF, BLOCK 12, PLAT OF CORVALLIS ADDITION, TO THE CENTERLINE OF SE 73RD AVENUE;

THENCE SOUTHERLY 250 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 73RD AVENUE;

THENCE WESTERLY 330 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 5, AND THE EASTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOTS 4, 3, 2, 1, AND THE WESTERLY EXTENSION THEREOF, BLOCK 9, PLAT OF CORVALLIS ADDITION, TO THE CENTERLINE OF SE 72ND AVENUE;

THENCE NORTHERLY 51 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 72ND AVENUE;

THENCE WESTERLY 115 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 1, BLOCK 2, PLAT OF POMONA, AND THE EASTERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF SAID LOT 1, BLOCK 2, POMONA;

THENCE NORTHERLY 186 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 1, BLOCK 2, POMONA, AND THE NORTHERLY EXTENSION THEREOF, AND THE EASTERLY LINE OF LOT 5, BLOCK 1, SAID POMONA, AND THE SOUTHERLY EXTENSION THEREOF, TO THE NORTHEAST CORNER OF SAID LOT 5, BLOCK 1, POMONA;

THENCE WESTERLY 120 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOTS 28, 29 AND 30, SAID BLOCK 1, POMONA, TO THE SOUTHWEST CORNER OF SAID LOT 28, BLOCK 1, POMONA;

THENCE NORTHERLY 102 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 28, BLOCK 1, POMONA, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE WOODSTOCK BOULEVARD;

THENCE EASTERLY 127 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE WOODSTOCK BOULEVARD;

THENCE NORTHERLY 259 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOT 28, AND THE SOUTHERLY EXTENSION THEREOF, AND THE EASTERLY LINE OF LOT 3, AND THE NORTHERLY EXTENSION THEREOF, BLOCK 2, PLAT OF KENWOOD PARK, TO THE CENTERLINE OF SE KNIGHT STREET;

THENCE EASTERLY 110 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE KNIGHT STREET, TO THE CENTERLINE OF SE 72ND AVENUE;

THENCE NORTHERLY 25 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 72ND AVENUE, TO THE CENTERLINE OF SE KNIGHT STREET;

THENCE EASTERLY 140 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE KNIGHT STREET;

THENCE SOUTHERLY 125 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOT 3, BLOCK 13, PLAT OF CORVALLIS ADDITION, AND THE NORTHERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF SAID LOT 3, BLOCK 13, CORVALLIS ADDITION;

THENCE EASTERLY 519 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 3, BLOCK 13, CORVALLIS ADDITION, THE SOUTHERLY LINE OF LOTS 4, 5, AND THE EASTERLY EXTENSION THEREOF, BLOCK 13, CORVALLIS ADDITION, THE SOUTHERLY LINE OF LOT 1, BLOCK 14, SAID CORVALLIS ADDITION, EXTENDED WESTERLY, THE SOUTHERLY LINE OF LOTS 2, 3, 4, 5, AND THE EASTERLY EXTENSION THEREOF, SAID BLOCK 14, CORVALLIS ADDITION, TO THE CENTERLINE OF SE 74TH AVENUE;

THENCE NORTHERLY 5 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 74TH AVENUE;

THENCE EASTERLY 378 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 12, AND THE WESTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOTS 11, 10, 9, 8, 7 AND 6, BLOCK 10, PLAT OF AMENDED MAP OF WOODMERE, TO THE SOUTHWEST CORNER OF LOT 5, SAID BLOCK 10, AMENDED MAP OF WOODMERE;

THENCE NORTHERLY 100 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 5, BLOCK 10, AMENDED MAP OF WOODMERE, TO THE NORTHWEST CORNER THEREOF;

THENCE EASTERLY 50 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 5, BLOCK 10, AMENDED MAP OF WOODMERE, TO THE NORTHEAST CORNER THEREOF;

THENCE SOUTHERLY 100 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID LOT 5, BLOCK 10, AMENDED MAP OF WOODMERE, TO THE SOUTHEAST CORNER THEREOF;

THENCE EASTERLY 230 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOTS 4, 3, 2, 1, AND THE EASTERLY EXTENSION THEREOF, SAID BLOCK 10, AMENDED MAP OF WOODMERE, TO THE CENTERLINE OF SE 77TH AVENUE;

THENCE NORTHERLY 4 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 77TH AVENUE;

THENCE EASTERLY 661 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 13, AND THE WESTERLY EXTENSION THEREOF, AND THE NORTHERLY LINE OF LOTS 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, AND THE EASTERLY EXTENSION THEREOF, BLOCK 9, PLAT OF CHICAGO, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 1,130 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE, TO THE CENTERLINE OF SE HAROLD STREET;

THENCE EASTERLY 493 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE HAROLD STREET, TO THE CENTERLINE OF SE FOSTER ROAD;

THENCE NORTHWESTERLY 421 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE FOSTER ROAD;

THENCE NORTHEASTERLY 92 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2018-022285, AND THE SOUTHWESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 1,673 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE, TO THE SOUTHERLY LINE OF THE PLAT OF REVISED PLAT MULTNOMAH CEMETERY;

THENCE WESTERLY 165 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID REVISED PLAT MULTNOMAH CEMETERY, TO THE SOUTHWEST CORNER THEREOF;

THENCE NORTHERLY 667 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID REVISED PLAT MULTNOMAH CEMETERY, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE HOLGATE BOULEVARD;

THENCE WESTERLY 863 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE HOLGATE BOULEVARD, TO THE CENTERLINE OF SE 76TH AVENUE;

THENCE NORTHERLY 1,309 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 76TH AVENUE, TO THE CENTERLINE OF SE CENTER STREET;

THENCE EASTERLY 560 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE CENTER STREET, TO THE CENTERLINE OF SE 79TH AVENUE;

THENCE NORTHERLY 1,096 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 79TH AVENUE;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 1, PARTITION PLAT NO. 2008-122, AND THE EASTERLY EXTENSION THEREOF, TO THE NORTHWEST CORNER OF SAID LOT 1;

THENCE WESTERLY 155 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2004-141992, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 77TH AVENUE;

THENCE NORTHERLY 75 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 77TH AVENUE;

THENCE WESTERLY 279 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 1, PLAT OF KENT, AND THE EASTERLY AND WESTERLY EXTENSIONS THEREOF, TO THE CENTERLINE OF SE 76TH AVENUE;

THENCE SOUTHERLY 9 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 76TH AVENUE;

THENCE WESTERLY 135 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 1, PLAT OF FRANCOIS, AND THE EASTERLY AND WESTERLY EXTENSIONS THEREOF, TO THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 747, PAGE 700, RECORDED 8/18/1970;

THENCE SOUTHERLY, WESTERLY, AND NORTHERLY 868 FEET (MORE OR LESS) ALONG THE EASTERLY AND SOUTHERLY LINES OF SAID PARCEL DESCRIBED IN BOOK 747, PAGE 700, RECORDED 8/18/1970, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 74TH AVENUE;

THENCE NORTHERLY 56 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 74TH AVENUE;

THENCE WESTERLY 281 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 32, PLAT OF KENT,
TO THE CENTERLINE OF SE 73RD AVENUE;

THENCE NORTHERLY 25 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 73RD AVENUE;

THENCE WESTERLY 143 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED
AS PARCEL 1 IN DOCUMENT NO. 2020-167378, AND THE EASTERLY EXTENSION THEREOF, TO THE
NORTHWEST CORNER OF SAID PARCEL DESCRIBED AS PARCEL 1 IN DOCUMENT NO. 2020-167378;

THENCE WESTERLY 143 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED
AS PARCEL 2 IN DOCUMENT NO. 2019-036394, AND THE WESTERLY EXTENSION THEREOF, TO THE
CENTERLINE OF SE 72ND AVENUE;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED
IN DOCUMENT NO. 2015-150900, TO THE NORTHEAST CORNER OF PARCEL 1, PARTITION PLAT NO.
2002-71;

THENCE WESTERLY 148 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL 1,
PARTITION PLAT NO. 2002-71, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE
71ST AVENUE;

THENCE NORTHERLY 130 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 71ST AVENUE, TO THE
CENTERLINE OF SE POWELL BOULEVARD;

THENCE WESTERLY 94 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE POWELL BOULEVARD;

THENCE NORTHERLY 135 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF THAT PARCEL DESCRIBED
IN DOCUMENT NO. 2023-058402, AND THE SOUTHERLY EXTENSION THEREOF, TO THE NORTHWEST
CORNER OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2023-058402;

THENCE EASTERLY 166 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL DESCRIBED
IN DOCUMENT NO. 2023-058402, AND THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN
DOCUMENT NO. 2012-136702, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE
71ST AVENUE;

THENCE NORTHERLY 11 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 71ST AVENUE;

THENCE EASTERLY 130 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED
IN BOOK 2367, PAGE 1038, RECORDED 12/4/1990, AND THE WESTERLY EXTENSION THEREOF, TO THE
WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2009-102534;

THENCE NORTHEASTERLY 332 FEET (MORE OR LESS) ALONG THE WESTERLY, NORTHERLY, AND EASTERLY
LINES OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2009-102534, TO THE NORTHWEST CORNER OF
SAID PARCEL DESCRIBED IN DOCUMENT NO. 2009-102534;

THENCE SOUTHERLY 55 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2009-102534, TO A POINT BEING 180 FEET NORTH OF THE NORTHERLY RIGHT-OF-WAY LINE OF SE POWELL BOULEVARD, WHEN MEASURED PERPENDICULAR THERETO;

THENCE EASTERLY 123 FEET (MORE OR LESS) PARALLEL WITH THE NORTHERLY RIGHT-OF-WAY LINE OF SE POWELL BOULEVARD, TO THE WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2018-053968;

THENCE EASTERLY 353 FEET (MORE OR LESS) ALONG THE WESTERLY, NORTHERLY, AND EASTERLY LINES OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2018-053968, TO THE NORTHWEST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2018-053971;

THENCE EASTERLY 140 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2018-053971, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 74TH AVENUE;

THENCE SOUTHERLY 55 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 74TH AVENUE;

THENCE EASTERLY 1,331 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOTS 11, 12, 13, 14 AND 15, BLOCK 11, LOTS 11, 12, 13 AND 14, BLOCK 12, LOTS 11, 12, 13 AND 14, BLOCK 13, LOTS 11, 12, 13 AND 14, BLOCK 14, LOTS 11, 12, 13 AND 14, BLOCK 15, AND THE EASTERLY AND WESTERLY EXTENSIONS THEREOF, ALL OF THE PLAT OF POWELL STREET ADDITION, TO THE CENTERLINE OF SE 79TH AVENUE;

THENCE NORTHERLY 489 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 79TH AVENUE;

THENCE EASTERLY 270 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 10, AND THE WESTERLY EXTENSION THEREOF, LOT 1, AND THE EASTERLY EXTENSION THEREOF, BLOCK 5, PLAT OF DUNTON, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 790 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE, TO THE CENTERLINE OF SE WOODWARD STREET;

THENCE EASTERLY 139 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE WOODWARD STREET;

THENCE NORTHERLY 264 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2001-033217, AND THE SOUTHERLY AND NORTHERLY EXTENSIONS THEREOF, TO THE CENTERLINE OF SE TAGGART STREET;

THENCE WESTERLY 310 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE TAGGART STREET;

THENCE NORTHERLY 264 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF LOTS 1, 2 AND 3, BLOCK 3, PLAT OF PHYLLIS ADDITION BLOCKS 3 & 4, AND THE SOUTHERLY EXTENSION THEREOF, TO THE NORTHEAST CORNER OF SAID LOT 1;

THENCE EASTERLY 171 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOTS 6 AND 1, BLOCK 5, PLAT OF EASTLEIGH, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 682 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE;

THENCE WESTERLY 270 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 9, AND THE EASTERLY EXTENSION THEREOF, LOT 12, AND THE WESTERLY EXTENSION THEREOF, BLOCK 6, PLAT OF EASTLEIGH, TO THE CENTERLINE OF SE 79TH AVENUE;

THENCE SOUTHERLY 27 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 79TH AVENUE;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 8, PLAT OF BOTTEMILLER TRACT BLOCK 3, AND THE EASTERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF SAID LOT 8;

THENCE NORTHERLY 24 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 8, BOTTEMILLER TRACT BLOCK 3, TO THE SOUTHWEST CORNER OF LOT 4, BLOCK 2, PLAT OF BOTTEMILLER TRACT;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 4, BLOCK 2, BOTTEMILLER TRACT, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 78TH AVENUE;

THENCE NORTHERLY 5 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 78TH AVENUE;

THENCE WESTERLY 94 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF (1S2E05DD-02900), AND THE EASTERLY EXTENSION THEREOF, TO THE EASTERLY LINE OF LOT 1, PLAT OF JONES-N-FITE ADDITION;

THENCE SOUTHERLY 5 FEET (MORE OR LESS) TO THE SOUTHEAST CORNER OF SAID LOT 1, JONES-N-FITE ADDITION;

THENCE WESTERLY 117 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 1, JONES-N-FITE ADDITION, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 77TH AVENUE;

THENCE NORTHERLY 118 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 77TH AVENUE;

THENCE WESTERLY 192 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 7, AND THE WESTERLY EXTENSION THEREOF, PLAT OF RASCHIO'S ADDITION LOTS 7, 8, 9, 10, TO THE CENTERLINE OF SE 76TH AVENUE;

THENCE SOUTHERLY 8 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 76TH AVENUE;

THENCE WESTERLY 341 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 1, PARTITION PLAT NO. 2007-107, AND THE EASTERLY EXTENSION THEREOF, THE SOUTHERLY LINE OF LOT 2, PLAT OF RASCHIO'S ADDITION, AND THE SOUTHERLY LINE OF LOTS 1 AND 2, BLOCK 4, PLAT OF ERMINGTON, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 75TH AVENUE;

THENCE SOUTHERLY 51 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 75TH AVENUE;

THENCE WESTERLY 260 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 24, AND THE EASTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOT 3, AND THE WESTERLY EXTENSION THEREOF, BLOCK 3, PLAT OF ERMINGTON, TO THE CENTERLINE OF SE 74TH AVENUE;

THENCE SOUTHERLY 47 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 74TH AVENUE;

THENCE WESTERLY 452 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 24, AND THE EASTERLY EXTENSION THEREOF, AND THE NORTHERLY LINE OF LOTS 8, 7 AND 6, PLAT OF CLAIRIDGE, TO THE NORTHWEST CORNER OF SAID LOT 6;

THENCE SOUTHERLY 162 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 6, CLAIRIDGE, AND THE WESTERLY LINE OF LOTS 5 AND 4, SAID CLAIRIDGE, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 97061905;

THENCE WESTERLY 352 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 97061905, AND THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2004-188757, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 71ST AVENUE;

THENCE NORTHERLY 402 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 71ST AVENUE, TO THE CENTERLINE OF SE DIVISION STREET;

THENCE EASTERLY 7 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE DIVISION STREET;

THENCE NORTHERLY 151 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOT 3, PLAT OF YAM TRACTS, AND THE SOUTHERLY EXTENSION THEREOF, TO THE NORTHWEST CORNER OF SAID LOT 3, YAM TRACTS;

THENCE EASTERLY 6 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 3, YAM TRACTS, TO THE WESTERLY LINE OF PARCEL 2, PARTITION PLAT NO. 2007-56;

THENCE SOUTHERLY 21 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL 2, PARTITION PLAT NO. 2007-56, TO THE SOUTHWEST CORNER THEREOF;

THENCE EASTERLY 223 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL 2, PARTITION PLAT NO. 2007-56, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 72ND AVENUE;

THENCE NORTHERLY 41 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 72ND AVENUE;

THENCE EASTERLY 517 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 9, AND THE WESTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOTS 7, 6, 5 AND 4, BLOCK 1, PLAT OF TERRACE GARDENS, AND THE SOUTHERLY LINE OF PARCEL 2, PARTITION PLAT NO. 1999-77, TO THE SOUTHEAST CORNER OF SAID PARCEL 2, PARTITION PLAT NO. 1999-77;

THENCE NORTHERLY 9 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL 2, PARTITION PLAT NO 1999-77, TO THE NORTHWEST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2001-198861;

THENCE EASTERLY 159 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2001-198861, AND THE EASTERLY EXTENSION THEREOF, TO THE EASTERLY RIGHT-OF-WAY LINE OF SE 75TH AVENUE;

THENCE NORTHERLY 80 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SE 75TH AVENUE;

THENCE EASTERLY 265 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 3, AND THE WESTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOT 4, AND THE EASTERLY EXTENSION THEREOF, PLAT OF TABOR PARK TOWNHOMES, TO THE CENTERLINE OF SE 76TH AVENUE;

THENCE EASTERLY 203 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2015-078966, AND THE WESTERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF LOT 3, PLAT OF TABOR 77;

THENCE EASTERLY 192 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 3, TABOR 77, AND THE SOUTHERLY LINE OF LOTS 2 AND 1, SAID TABOR 77, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 77TH AVENUE;

THENCE NORTHERLY 130 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 77TH AVENUE;

THENCE EASTERLY 660 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SE SHERMAN STREET, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 2,098 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE, TO THE CENTERLINE OF SE HAWTHORNE BOULEVARD;

THENCE WESTERLY 67 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE HAWTHORNE BOULEVARD, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 965 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE, TO THE CENTERLINE OF THE ALLEY OF BLOCK 13, PLAT OF KINZEL PARK;

THENCE WESTERLY 80 FEET (MORE OR LESS) ALONG THE CENTERLINE OF THE ALLEY OF BLOCK 13, PLAT OF KINZEL PARK;

THENCE NORTHERLY 143 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOT 1, SAID BLOCK 13, KINZEL PARK, AND THE SOUTHERLY AND NORTHERLY EXTENSIONS THEREOF, TO THE CENTERLINE OF SE TAYLOR STREET;

THENCE EASTERLY 80 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE TAYLOR STREET, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 714 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 80TH AVENUE;

THENCE WESTERLY 976 FEET (MORE OR LESS) ALONG THE CENTERLINE OF THE ALLEYS OF BLOCKS 16 AND 3, SAID KINZEL PARK, TO THE CENTERLINE OF SE 76TH AVENUE;

THENCE NORTHERLY 721 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 76TH AVENUE, TO THE CENTERLINE OF SE STARK STREET;

THENCE EASTERLY 127 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE STARK STREET, TO THE CENTERLINE OF SE 76TH AVENUE;

THENCE NORTHERLY 220 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 76TH AVENUE;

THENCE EASTERLY 594 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 5, BLOCK 4, AND THE WESTERLY EXTENSION THEREOF, THE NORTHERLY LINE OF LOT 12, BLOCK 4, AND THE EASTERLY EXTENSION THEREOF, THE NORTHERLY LINE OF LOT 5, BLOCK 5, AND THE WESTERLY EXTENSION THEREOF, PLAT OF MOUNT TABOR VILLA, AND THE NORTHERLY LINE OF LOT 1, BLOCK 1, AND THE EASTERLY EXTENSION THEREOF, PLAT OF MOUNT TABOR VILLA ANNEX, TO THE CENTERLINE OF SE 79TH AVENUE;

THENCE NORTHERLY 10 FEET (MORE OR LESS) ALONG THE CENTERLINE OF SE 79TH AVENUE;

THENCE EASTERLY 125 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 4, BLOCK 2, SAID MOUNT TABOR VILLA ANNEX, AND THE WESTERLY EXTENSION THEREOF, TO THE NORTHEAST CORNER OF SAID LOT 4;

THENCE NORTHERLY 1,230 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOTS 12, 13, 14, AND THE NORTHERLY EXTENSION THEREOF, SAID BLOCK 2, MOUNT TABOR VILLA ANNEX, THE WESTERLY LINE OF LOT 6, AND THE SOUTHERLY EXTENSION THEREOF, THE WESTERLY LINE OF LOTS 7, 8, 9, 10, AND THE NORTHERLY EXTENSION THEREOF, BLOCK 5, SAID MOUNT TABOR VILLA ANNEX, THE EASTERLY LINE OF LOT 11, AND THE SOUTHERLY EXTENSION THEREOF, THE EASTERLY LINE OF LOTS 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, AND THE NORTHERLY EXTENSION THEREOF, BLOCK 8, SAID MOUNT TABOR VILLA ANNEX, THE WESTERLY LINE OF LOT 13, AND THE SOUTHERLY EXTENSION THEREOF, AND THE WESTERLY LINE OF LOT 14, BLOCK 11, SAID MOUNT TABOR VILLA ANNEX, TO THE NORTHWEST CORNER OF SAID LOT 14, BLOCK 11, MOUNT TABOR VILLA ANNEX;

THENCE EASTERLY 123 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 14, BLOCK 11, MOUNT TABOR VILLA ANNEX, TO THE CENTERLINE OF NE 80TH AVENUE;

THENCE NORTHERLY 300 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 80TH AVENUE;

THENCE WESTERLY 123 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 21, SAID BLOCK 11, MOUNT TABOR VILLA ANNEX, AND THE EASTERLY EXTENSION THEREOF, TO THE SOUTHWEST CORNER OF SAID LOT 21;

THENCE NORTHERLY 150 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 21, BLOCK 11, MOUNT TABOR VILLA ANNEX, AND THE WESTERLY LINE OF LOTS 22 AND 23, SAID BLOCK 11, MOUNT TABOR VILLA ANNEX, TO THE NORTHEAST CORNER OF SAID LOT 23, BLOCK 11, MOUNT TABOR VILLA ANNEX;

THENCE WESTERLY 27 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 1, SAID BLOCK 11, MOUNT TABOR VILLA ANNEX, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2020-043134;

THENCE NORTHERLY 80 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2020-043134, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE EVERETT STREET;

THENCE EASTERLY 149 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE EVERETT STREET, TO THE CENTERLINE OF SE 80TH AVENUE;

THENCE NORTHERLY 430 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 80TH AVENUE;

THENCE WESTERLY 373 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 21, AND THE EASTERLY EXTENSION THEREOF, THE SOUTHERLY LINE OF LOT 4, AND THE WESTERLY EXTENSION THEREOF, BLOCK 14, AND THE SOUTHERLY LINE OF LOT 5, AND THE EASTERLY EXTENSION THEREOF, BLOCK 13, ALL OF THE PLAT OF MOUNT TABOR VILLA ANNEX, TO THE SOUTHWEST CORNER OF SAID LOT 5, BLOCK 13, MOUNT TABOR VILLA ANNEX;

THENCE WESTERLY 155 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 5, AND THE WESTERLY EXTENSION THEREOF, BLOCK 25, SAID MOUNT TABOR VILLA, TO THE CENTERLINE OF NE 78TH AVENUE;

THENCE SOUTHERLY 40 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 78TH AVENUE;

THENCE WESTERLY 155 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 6, AND THE EASTERLY EXTENSION THEREOF, BLOCK 24, SAID MOUNT TABOR VILLA, TO THE SOUTHWEST CORNER OF SAID LOT 6;

THENCE NORTHERLY 61 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 6, BLOCK 24, MOUNT TABOR VILLA, AND THE WESTERLY LINE OF LOT 5, SAID BLOCK 24, MOUNT TABOR VILLA, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL 8 IN DOCUMENT NO. 2005-246323;

THENCE WESTERLY 156 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL DESCRIBED AS PARCEL 8 IN DOCUMENT NO. 2005-246323, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 76TH AVENUE;

THENCE SOUTHERLY 20 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF NE 76TH AVENUE;

THENCE WESTERLY 282 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 4, AND THE EASTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOT 23, AND THE WESTERLY EXTENSION THEREOF, BLOCK 23, SAID MOUNT TABOR VILLA, TO THE CENTERLINE OF NE 75TH AVENUE;

THENCE SOUTHERLY 99 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 75TH AVENUE;

THENCE WESTERLY 250 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF PARCEL 2, AND THE EASTERLY AND WESTERLY EXTENSIONS THEREOF, PARTITION PLAT NO. 2023-009, TO THE CENTERLINE OF NE 74TH AVENUE;

THENCE NORTHERLY 123 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 74TH AVENUE;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 6, AND THE EASTERLY EXTENSION THEREOF, BLOCK 21, SAID MOUNT TABOR VILLA, TO THE SOUTHWEST CORNER OF SAID LOT 6;

THENCE NORTHERLY 9 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 6, BLOCK 21, MOUNT TABOR VILLA, TO THE SOUTHEAST CORNER OF LOT 4, BLOCK 1, PLAT OF GLISAN ST. ADDITION;

THENCE WESTERLY 308 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 4, BLOCK 1, GLISAN ST. ADDITION, AND THE WESTERLY EXTENSION OF, AND THE SOUTHERLY LINE OF LOT 4, BLOCK 2, AND THE EASTERLY EXTENSION THEREOF, SAID GLISAN ST. ADDITION, TO THE SOUTHWEST CORNER OF SAID LOT 4, BLOCK 2, GLISAN ST. ADDITION;

THENCE NORTHERLY 9 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 4, BLOCK 2, GLISAN ST. ADDITION, TO THE SOUTHEAST CORNER OF LOT 3, BLOCK 2, PLAT OF MIRIAM;

THENCE WESTERLY 110 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 3, AND THE WESTERLY EXTENSION THEREOF, BLOCK 2, MIRIAM, TO THE CENTERLINE OF NE 72ND AVENUE;

THENCE SOUTHERLY 25 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 72ND AVENUE;

THENCE WESTERLY 110 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2024-035377, AND THE EASTERLY EXTENSION THEREOF, TO THE EASTERLY LINE OF LOT 4, BLOCK 23, PLAT OF JONESMORE BLOCKS 21 TO 32 INCLUSIVE;

THENCE NORTHERLY 25 FEET (MORE OR LESS) ALONG SAID EASTERLY LINE OF LOT 4, BLOCK 23, JONESMORE BLOCKS 21 TO 32 INCLUSIVE, TO THE NORTHEAST CORNER THEREOF;

THENCE WESTERLY 128 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 4, BLOCK 23, JONESMORE BLOCKS 21 TO 32 INCLUSIVE, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 71ST AVENUE;

THENCE NORTHERLY 367 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 71ST AVENUE;

THENCE EASTERLY 128 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 18, AND THE WESTERLY EXTENSION THEREOF, BLOCK 19, PLAT OF JONESMORE BLOCKS 1-20 INCLUSIVE, TO THE SOUTHEAST CORNER OF SAID LOT 18, BLOCK 19, JONESMORE BLOCKS 1-20 INCLUSIVE;

THENCE NORTHERLY 25 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID LOT 18, BLOCK 19, JONESMORE BLOCKS 1-20 INCLUSIVE, TO THE NORTHWEST CORNER OF LOT 17, BLOCK 1, PLAT OF BRAINARD;

THENCE EASTERLY 150 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 17, BLOCK 1, BRAINARD, AND THE EASERTRY EXTENSION THEREOF, TO THE CENTERLINE OF NE 72ND AVENUE;

THENCE NORTHERLY 13 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 72ND AVENUE;

THENCE EASTERLY 125 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2024-043056, AND THE WESTERLY EXTENSION THEREOF, TO THE WESTERLY LINE OF LOT 31, BLOCK 2, SAID BRAINARD;

THENCE SOUTHERLY 37 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF LOT 31, BLOCK 2, BRAINARD, AND THE WESTERLY LINE OF LOT 30, SAID BLOCK 2, BRAINARD, TO THE SOUTHWEST CORNER OF SAID LOT 30, BLOCK 2, BRAINARD;

THENCE EASTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 30, BLOCK 2, BRAINARD, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 73RD AVENUE;

THENCE NORTHERLY 50 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 73RD AVENUE;

THENCE EASTERLY 376 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 16, AND THE WESTERLY EXTENSION THEREOF, THE NORTHERLY LINE OF LOT 31, AND THE EASTERLY EXTENSION THEREOF, SAID BLOCK 3, BRAINARD, AND THE NORTHERLY LINE OF LOT 16, AND THE WESTERLY EXTENSION THEREOF, BLOCK 4, SAID BRAINARD, TO THE SOUTHWEST CORNER OF LOT 32, SAID BLOCK 4, BRAINARD;

THENCE NORTHERLY 25 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 32, BLOCK 32, BRAINARD, TO THE NORTHWEST CORNER THEREOF;

THENCE EASTERLY 126 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 32, BLOCK 32, BRAINARD, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 75TH AVENUE;

THENCE SOUTHERLY 9 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 75TH AVENUE, TO THE CENTERLINE OF NE HOYT STREET;

THENCE EASTERLY 297 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE HOYT STREET, TO THE CENTERLINE OF NE 76TH AVENUE;

THENCE SOUTHERLY 25 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 76TH AVENUE;

THENCE EASTERLY 121 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 8, BLOCK 1, PLAT OF LAUREL PARK, AND THE WESTERLY EXTENSION THEREOF, TO THE WESTERLY LINE OF LOT 4, BLOCK 5, PLAT OF NORTH VILLA;

THENCE SOUTHERLY 46 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 4, BLOCK 5, NORTH VILLA, TO THE SOUTHWEST CORNER THEREOF;

THENCE EASTERLY 175 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 4, BLOCK 5, NORTH VILLA, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 78TH AVENUE;

THENCE SOUTHERLY 10 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 78TH AVENUE;

THENCE EASTERLY 155 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED AS PARCEL 1 IN DOCUMENT NO. 2015-080676, TO THE WESTERLY LINE OF LOT 4, BLOCK 4, SAID NORTH VILLA;

THENCE SOUTHERLY 20 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF LOT 4, BLOCK 4, NORTH VILLA, TO THE SOUTHWEST CORNER THEREOF;

THENCE EASTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 4, BLOCK 4, NORTH VILLA, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 79TH AVENUE;

THENCE NORTHERLY 30 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 79TH AVENUE;

THENCE EASTERLY 248 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 33, BLOCK 3, SAID NORTH VILLA, AND THE WESTERLY EXTENSION THEREOF, AND THE NORTHERLY LINE OF LOT 6, BLOCK 3, SAID NORTH VILLA, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 80TH AVENUE;

THENCE NORTHERLY 10 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 80TH AVENUE;

THENCE EASTERLY 311 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 21, AND THE WESTERLY EXTENSION THEREOF, AND THE NORTHERLY LINE OF LOT 4, AND THE EASTERLY EXTENSION THEREOF, BLOCK 2, SAID NORTH VILLA, TO THE CENTERLINE OF NE 81ST AVENUE;

THENCE NORTHERLY 524 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 81ST AVENUE, TO THE CENTERLINE OF NE OREGON STREET;

THENCE EASTERLY 56 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE OREGON STREET, TO THE CENTERLINE OF NE 81ST AVENUE;

THENCE NORTHERLY 431 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 81ST AVENUE;

THENCE WESTERLY 250 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 4, BLOCK 7, PLAT OF HYLES ADDITION, AND THE EASTERLY EXTENSION THEREOF, AND THE SOUTHERLY LINE OF LOT 11, SAID BLOCK 7, HYLES ADDITION, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 80TH AVENUE;

THENCE NORTHERLY 356 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 80TH AVENUE;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 7, AND THE EASTERLY EXTENSION THEREOF, BLOCK 3, PLAT OF HYLES ADDITION EXTENDED PLAT BLOCKS 2 AND 3, TO THE SOUTHWEST CORNER OF SAID LOT 7;

THENCE NORTHERLY 99 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 7, AND THE WESTERLY LINE OF LOT 8, SAID BLOCK 3, HYLES ADDITION EXTENDED PLAT BLOCKS 2 AND 3, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2017-061711;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2017-061711, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 79TH AVENUE;

THENCE NORTHERLY 50 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 79TH AVENUE;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF LOT 4, AND THE EASTERLY EXTENSION THEREOF, BLOCK 26, PLAT OF KATHERINE, TO THE SOUTHWEST CORNER OF SAID LOT 4;

THENCE NORTHERLY 100 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID LOT 4, AND THE WESTERLY LINE OF LOT 3, SAID BLOCK 26, KATHERINE, TO THE SOUTHEAST CORNER OF LOT 7, SAID BLOCK 26, KATHERINE;

THENCE WESTERLY 125 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 7, BLOCK 26, KATHERINE, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 78TH AVENUE;

THENCE NORTHERLY 864 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 78TH AVENUE, TO THE CENTERLINE OF NE HALSEY STREET;

THENCE WESTERLY 186 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE HALSEY STREET;

THENCE NORTHERLY 455 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF LOTS 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, AND THE SOUTHERLY EXTENSION THEREOF, BLOCK 38, PLAT OF JONESMORE BLOCKS 33 TO 57 INCLUSIVE, TO THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2022-049742;

THENCE SOUTHEASTERLY 111 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2022-049742, TO THE MOST SOUTHERLY CORNER THEREOF;

THENCE EASTERLY 30 FEET (MORE OR LESS) ALONG A LINE BEING PERPENDICULAR TO THE CENTERLINE OF NE 78TH AVENUE, TO THE CENTERLINE OF NE 78TH AVENUE;

THENCE NORTHERLY 19 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 78TH AVENUE, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. INTERSTATE 84;

THENCE SOUTHEASTERLY 1,144 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. INTERSTATE 84, TO THE WESTERLY RIGHT-OF-WAY LINE OF NE 82ND AVENUE (ROAD NO. 659);

THENCE NORTHERLY 264 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE 82ND AVENUE (ROAD NO. 659) OVERPASS, TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF NE JONESMORE STREET;

THENCE NORTHWESTERLY 848 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF NE JONESMORE STREET, TO THE CENTERLINE OF NE 79TH AVENUE;

THENCE NORTHERLY 213 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 79TH AVENUE, TO THE CENTERLINE OF NE SCHUYLER STREET;

THENCE EASTERLY 279 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE SCHUYLER STREET, TO THE CENTERLINE OF NE 80TH AVENUE;

THENCE NORTHERLY 578 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 80TH AVENUE, TO THE CENTERLINE OF NE TILLAMOOK STREET;

THENCE EASTERLY 269 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE TILLAMOOK STREET, TO THE CENTERLINE OF NE 81ST AVENUE;

THENCE NORTHERLY 663 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 81ST AVENUE, TO THE CENTERLINE OF NE THOMPSON STREET;

THENCE EASTERLY 251 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE THOMPSON STREET, TO THE CENTERLINE OF NE 82ND AVENUE;

THENCE NORTHERLY 1,987 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 82ND AVENUE, TO THE CENTERLINE OF NE SISKIYOU STREET;

THENCE WESTERLY 260 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE SISKIYOU STREET, TO THE CENTERLINE OF NE 81ST AVENUE;

THENCE NORTHERLY 1,846 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 81ST AVENUE, TO THE CENTERLINE OF NE BEECH STREET;

THENCE EASTERLY 259 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE BEECH STREET, TO THE CENTERLINE OF NE 82ND AVENUE;

THENCE NORTHERLY 143 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 82ND AVENUE, TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PARCEL DESCRIBED IN DOCUMENT NO. 2024-002572;

ALSO EXCEPTING THEREFROM LOTS 13, 14, 15, 16, AND 17, BLOCK 3, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 14, 15, 16 AND 17, BLOCK 4, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOT 14, BLOCK 5, EXCEPT THE SOUTHERLY 11 FEET THEREOF, AND LOTS 15, 16 AND 17, BLOCK 5, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1 - 22, INCLUSIVE, BLOCK 6, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1 - 22, INCLUSIVE, BLOCK 7, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1 - 22, INCLUSIVE, BLOCK 8, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1 - 20, INCLUSIVE, BLOCK 13, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1 - 21, INCLUSIVE, BLOCK 14, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, THE SOUTHERLY 3 FEET OF THE EASTERLY 50 FEET OF LOT 13, AND LOTS 14 -20, INCLUSIVE, BLOCK 18, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1, 2, 3 AND 8, BLOCK 19, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM LOTS 1 - 17, INCLUSIVE, BLOCK 20, PLAT OF TERRACE PARK;

ALSO EXCEPTING THEREFROM THOSE PARCELS KNOWN AS CLARK ELEMENTARY SCHOOL;
(1S2E04BD-01600 AND 1S2E04BD-01700)

ALSO EXCEPTING THEREFROM THOSE PARCELS KNOWN AS HARRISON PARK MIDDLE SCHOOL;
(1S2E04-00100 AND 1S2E04CC-03000)

ALSO EXCEPTING THEREFROM A PARCEL OF LAND LOCATED IN THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 9, TOWNSHIP 1 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF SE 86TH AVENUE AND THE SOUTHERLY RIGHT-OF-WAY LINE OF SE POWELL BOULEVARD;

THENCE EASTERLY 390 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SE POWELL BOULEVARD, TO THE WESTERLY RIGHT-OF-WAY LINE OF SE 88TH AVENUE;

THENCE SOUTHERLY 274 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SE 88TH AVENUE, TO THE NORTHERLY RIGHT-OF-WAY LINE OF SE LAFAYETTE STREET;

THENCE WESTERLY 375 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SE LAFAYETTE STREET, TO AN ANGLE POINT ON SAID RIGHT-OF-WAY LINE;

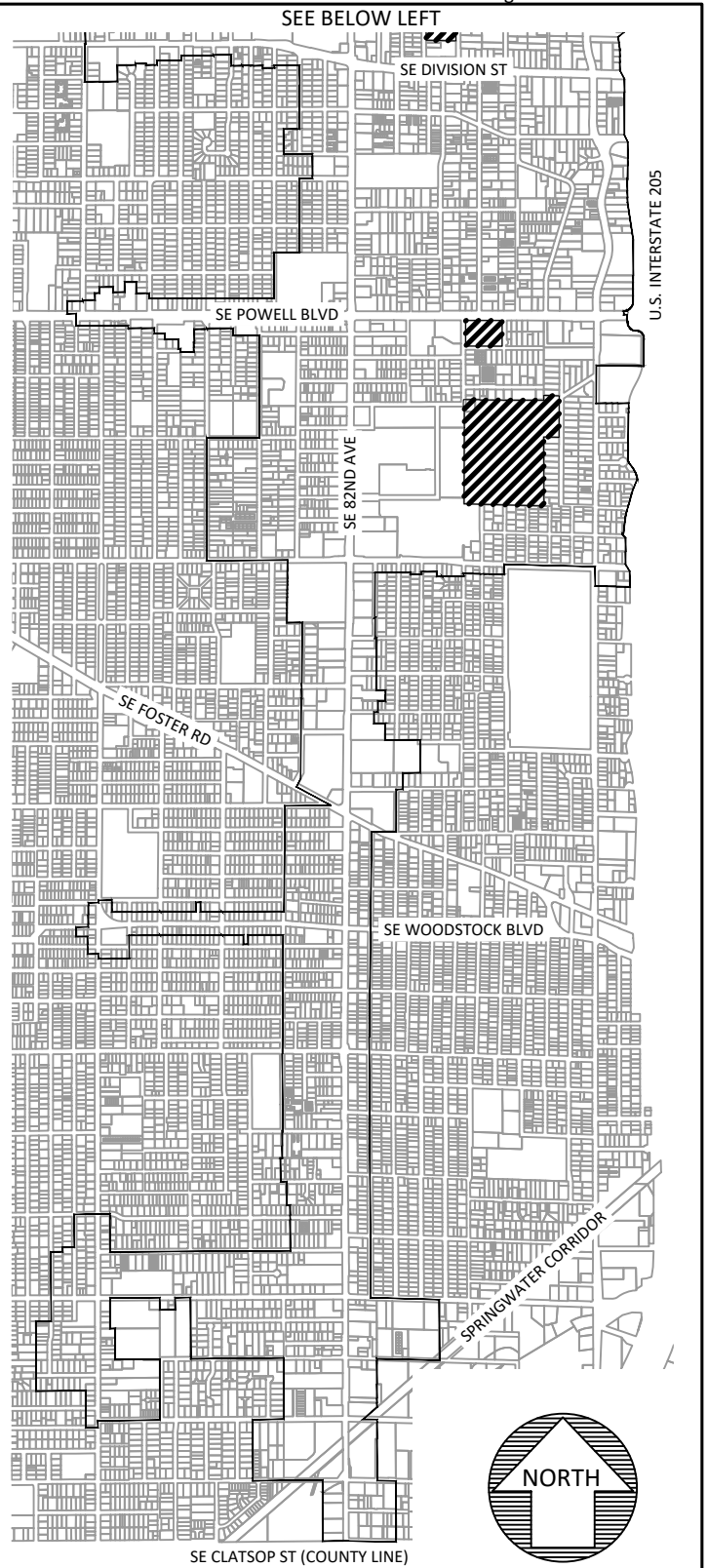
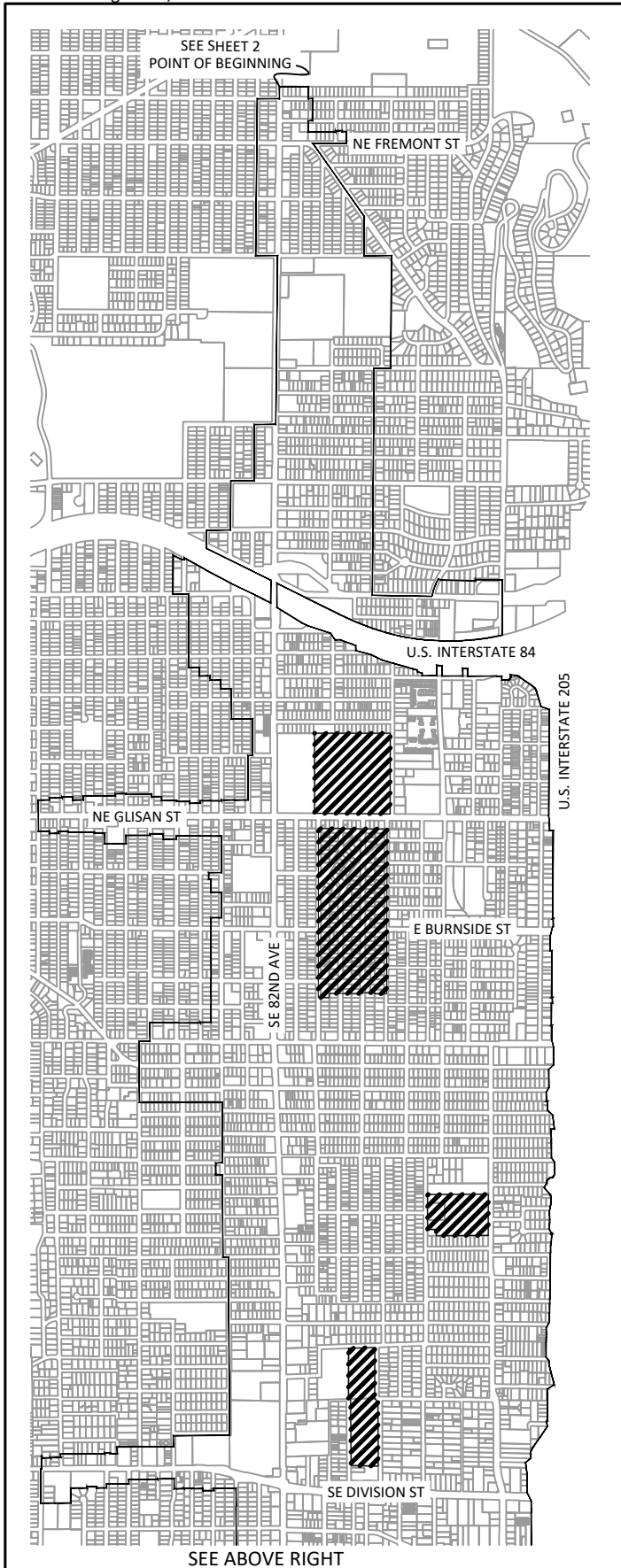
THENCE NORTHWESTERLY 22 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SE LAFAYETTE STREET, TO THE EASTERLY RIGHT-OF-WAY LINE OF SE 86TH AVENUE;

THENCE NORTHERLY 259 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SE 86TH AVENUE, TO THE **POINT OF BEGINNING**.

ALSO EXCEPTING THEREFROM THAT PARCEL KNOWN AS BENSON POLYTECHNIC HIGH SCHOOL;
(1S2E09CA-05600 AND 1S2E09-00200)

THE TRACT OF LAND DESCRIBED ABOVE CONTAINS 1,868 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.



LEGEND:
 = EXCLUDE



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	1/73



SCALE: 1" = 200'



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

SEE SHEET 4

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	3/73

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

SEE SHEET 3



NE RUSSELL ST

NE BRAZEE ST

NE SACRAMENTO ST

NE THOMPSON ST

NE EUGENE ST

NE 84TH AVE

NE 86TH AVE

SEE SHEET 5



SCALE: 1" = 200'

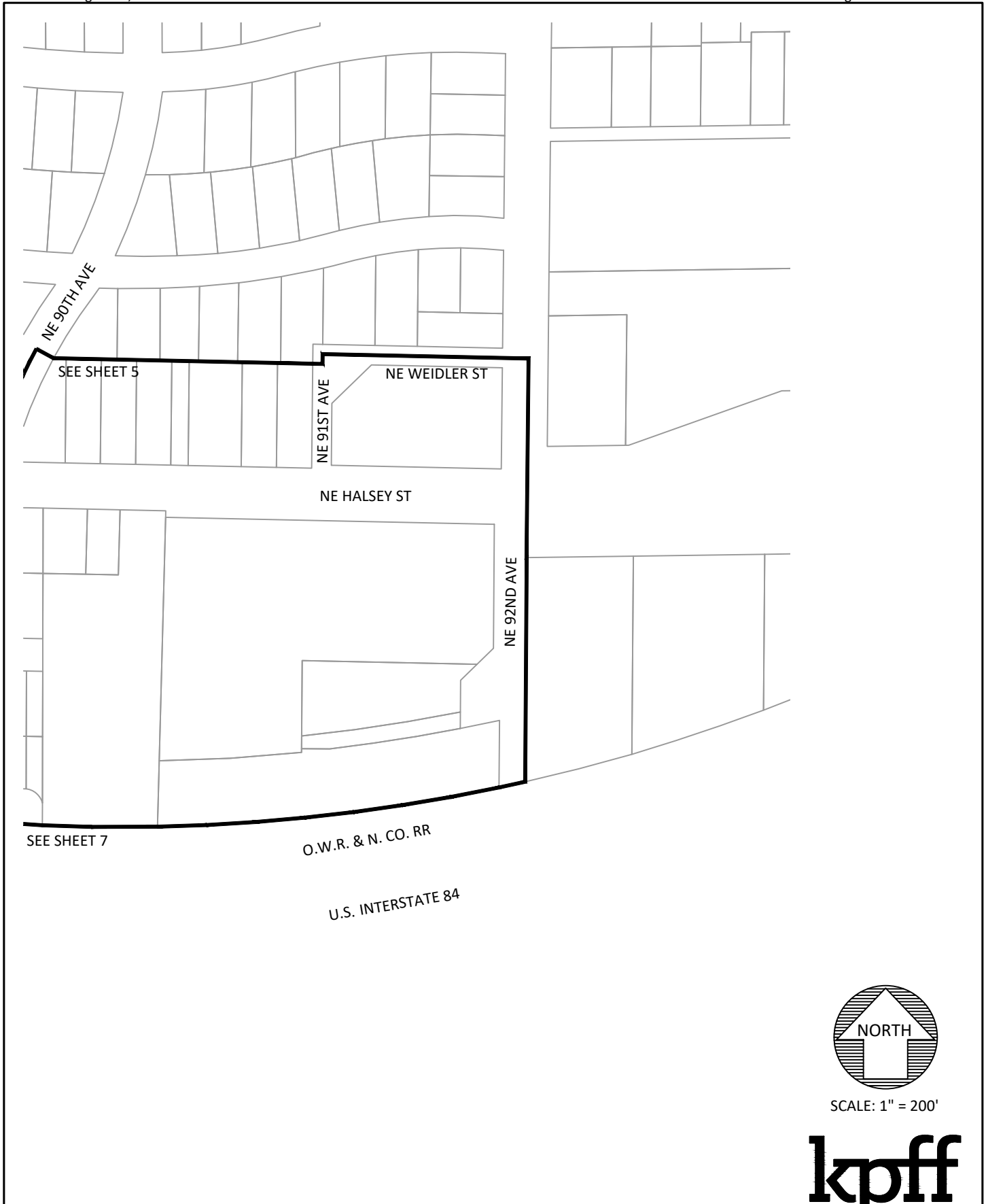


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	4/73

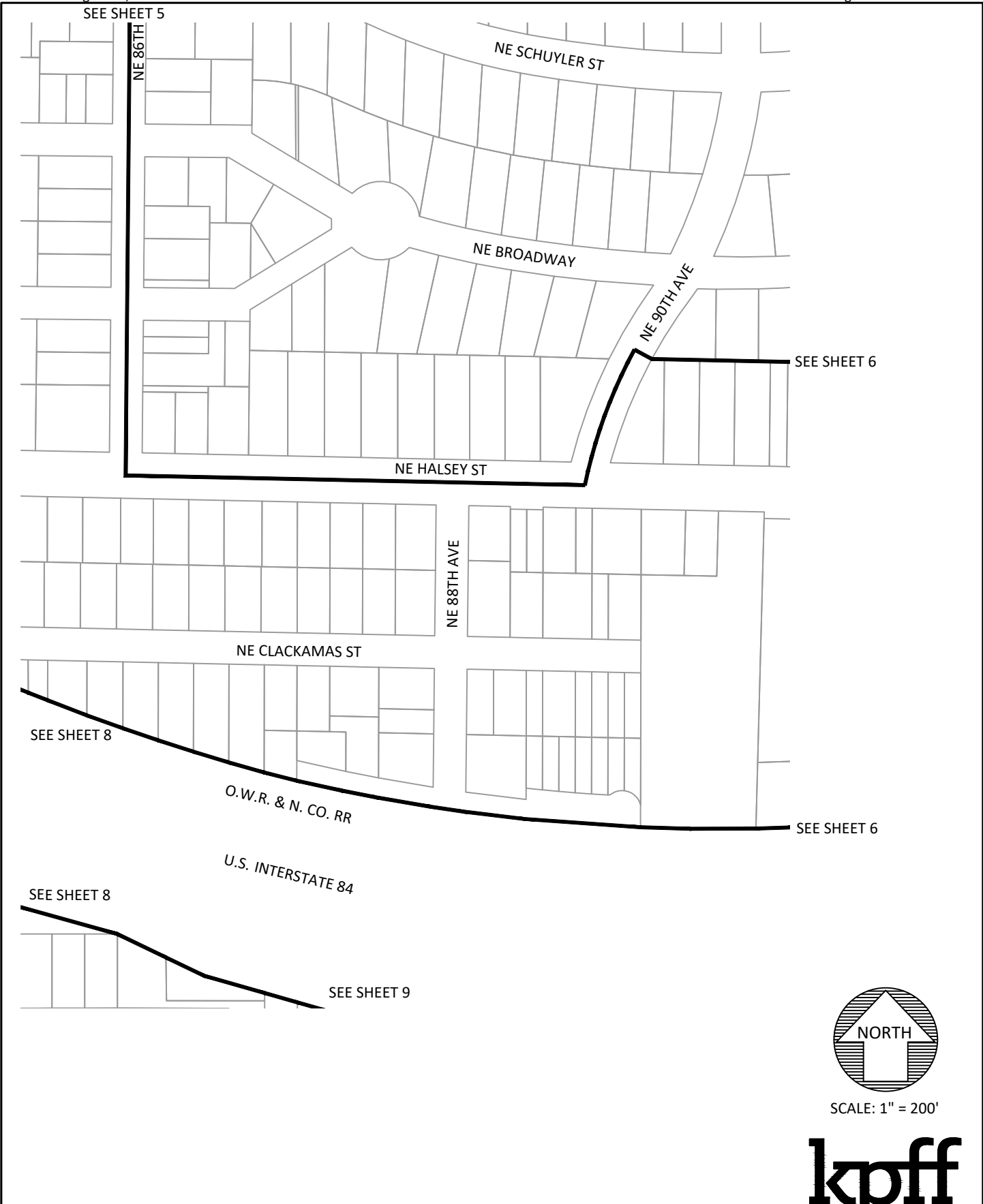


SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	6/73



SCALE: 1" = 200'

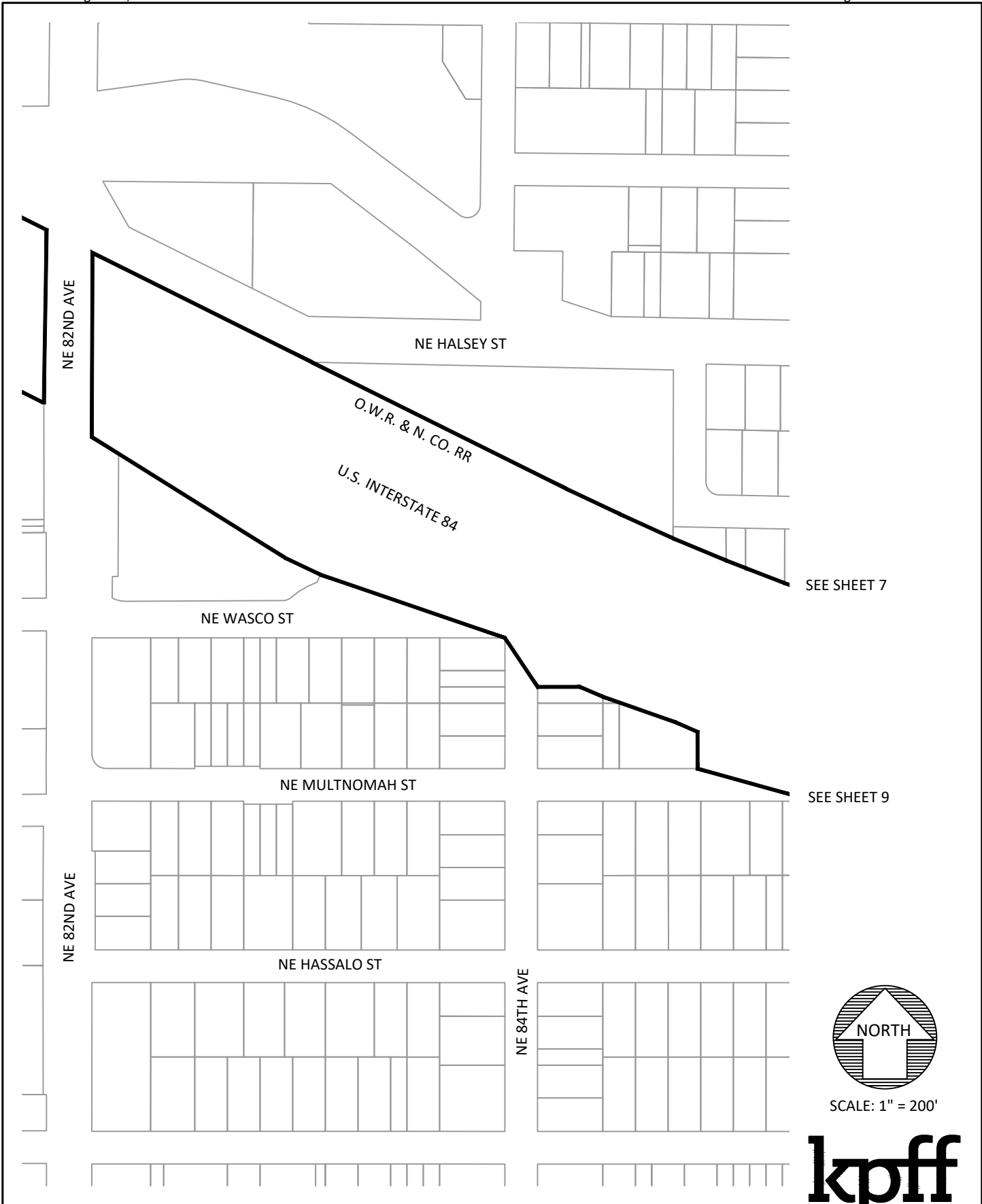


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	7/73

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



SCALE: 1" = 200'

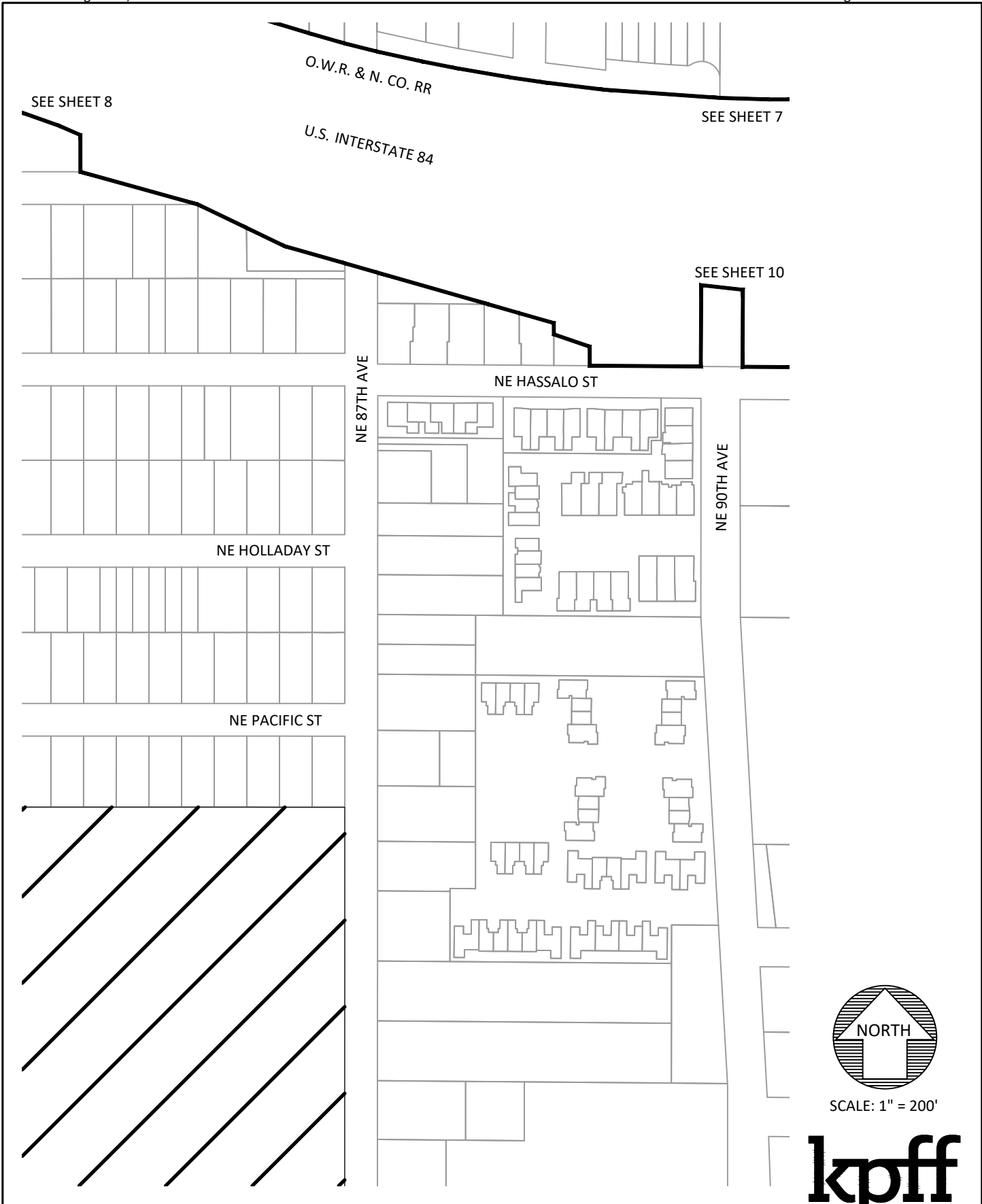


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	8/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	9/73

O.W.R. & N. CO. RR

U.S. INTERSTATE 84

SEE SHEET 9

SEE SHEET 11



SCALE: 1" = 200'



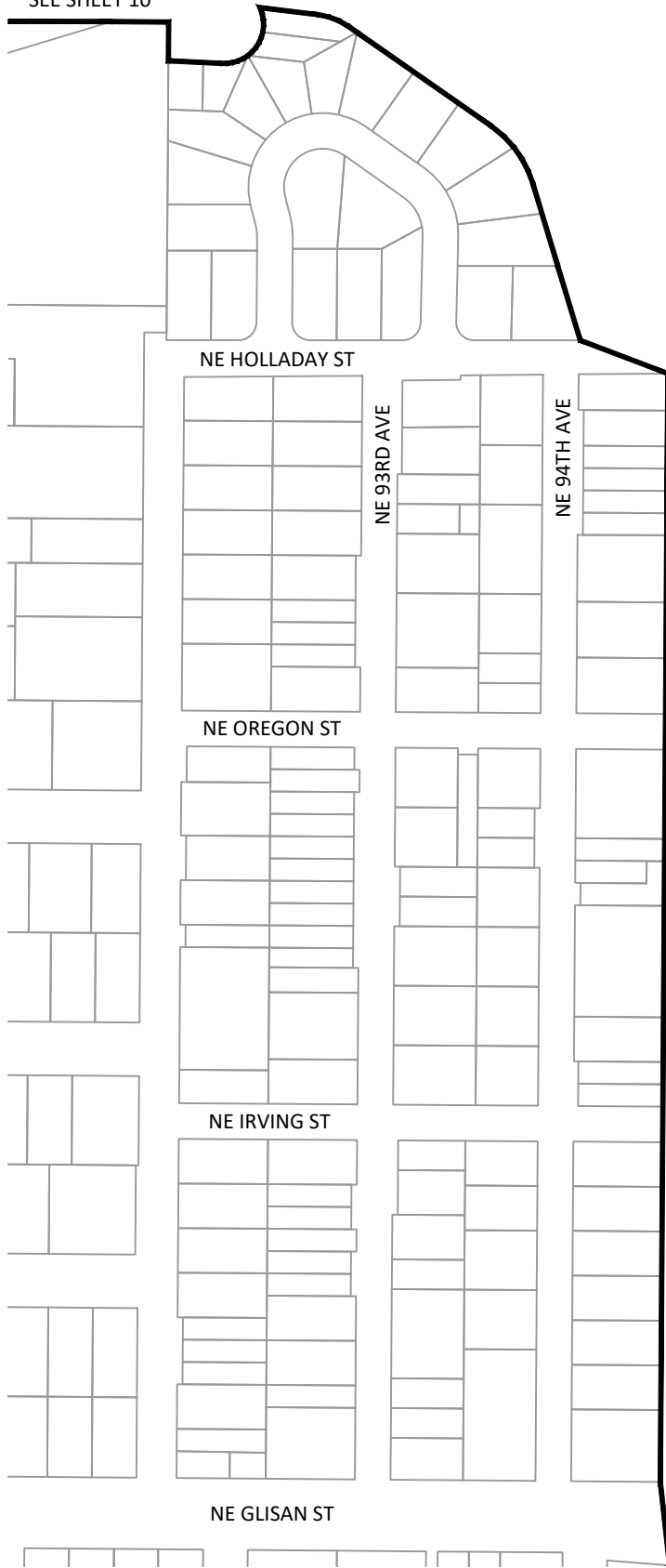
111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	10/73

SEE SHEET 10



U.S. INTERSTATE 205

SEE SHEET 12



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	11/73

SEE SHEET 11

NE GLISAN ST

NE EVERETT ST

NE 94TH AVE

U.S. INTERSTATE 205

E BURNSIDE ST

SEE SHEET 13



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	12/73



SEE SHEET 12

E BURNSIDE ST

SE 94TH AVE

U.S. INTERSTATE 205

SE STARK ST

SE WASHINGTON ST

SEE SHEET 14



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	13/73

SEE SHEET 13

SE WASHINGTON ST

SE ALDER ST

SE MORRISON ST

SE YAMHILL ST

SE TAYLOR ST

SE SALMON ST

SE 92ND AVE

U.S. INTERSTATE 205

SEE SHEET 15



SCALE: 1" = 200'



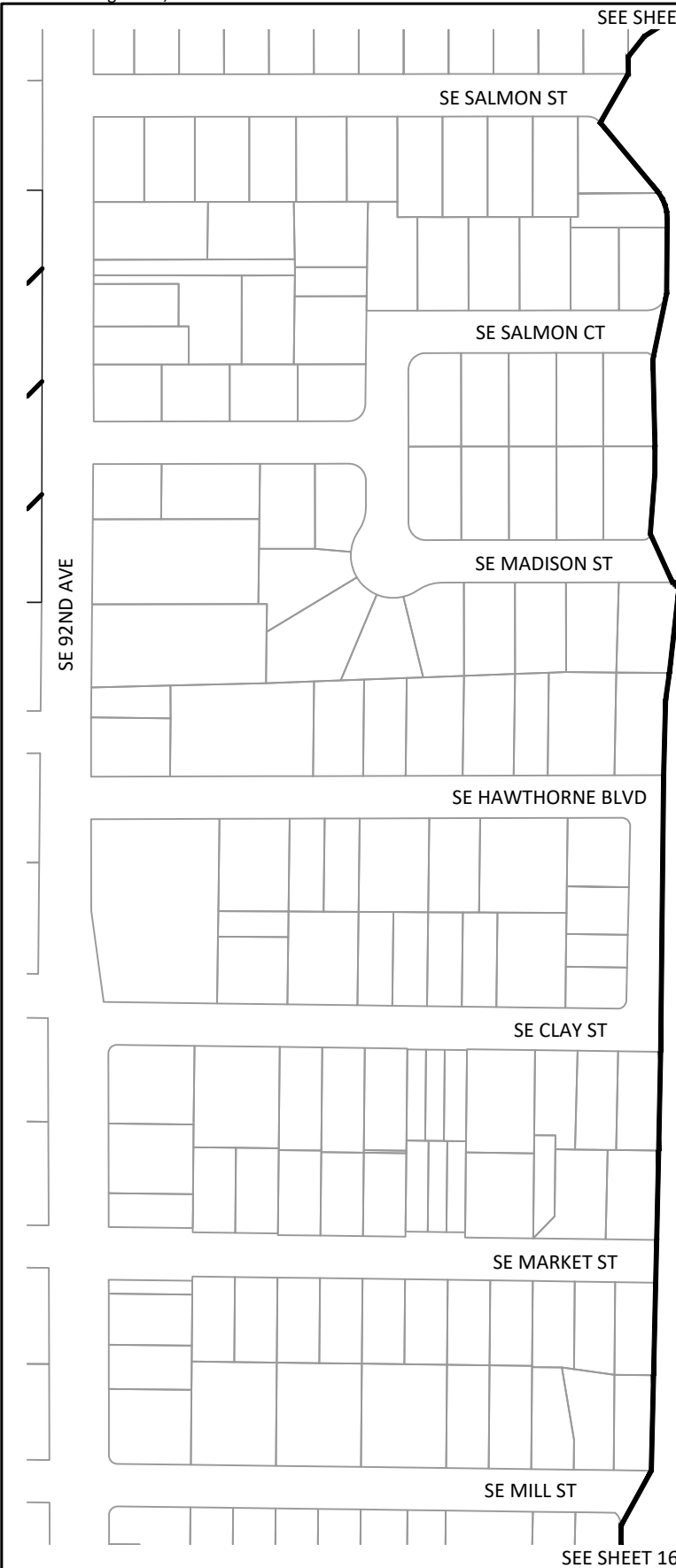
111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	14/73

SEE SHEET 14



U.S. INTERSTATE 205

SEE SHEET 16



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	15/73



U.S. INTERSTATE 205



SCALE: 1" = 200'

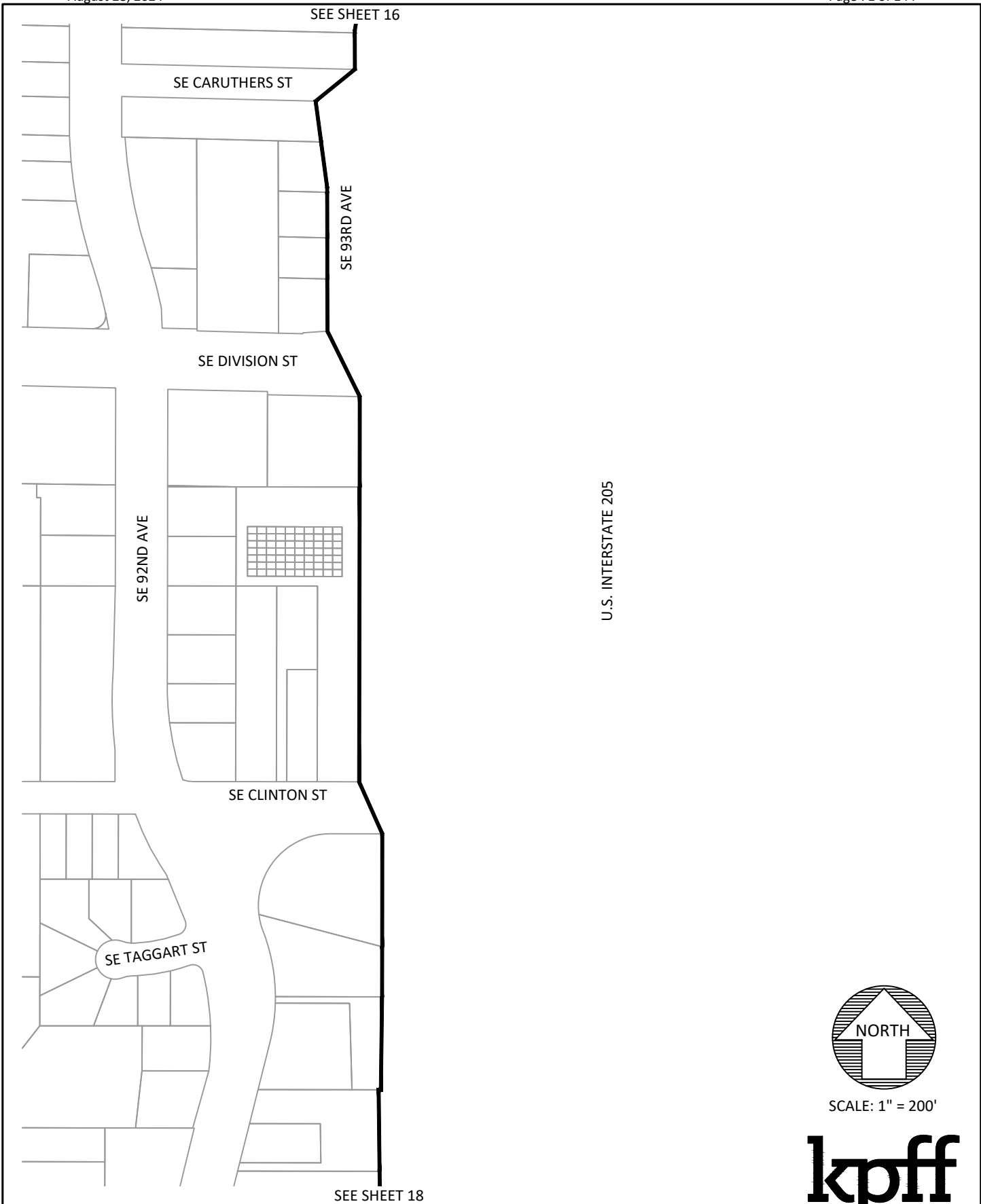


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	16/73



SCALE: 1" = 200'

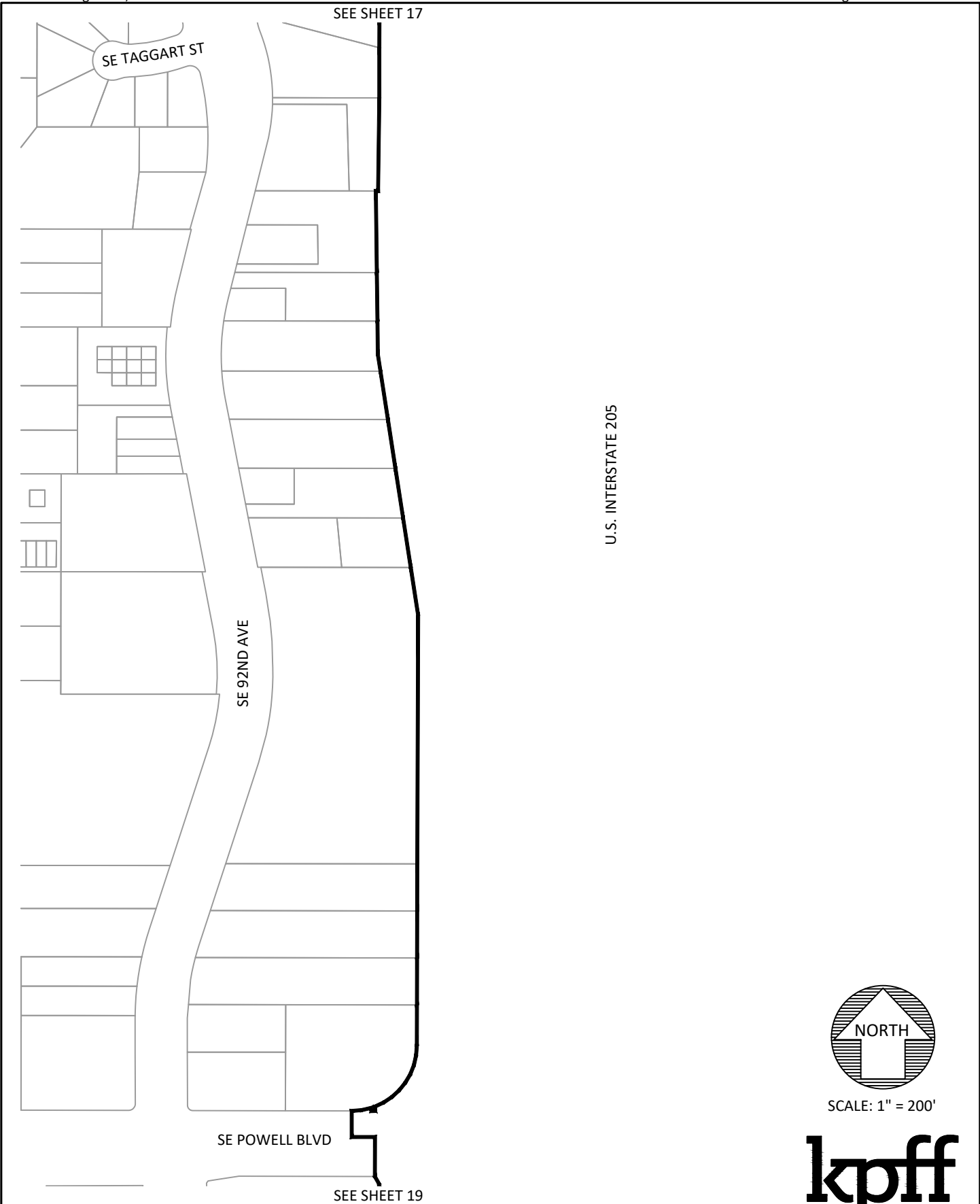


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	17/73

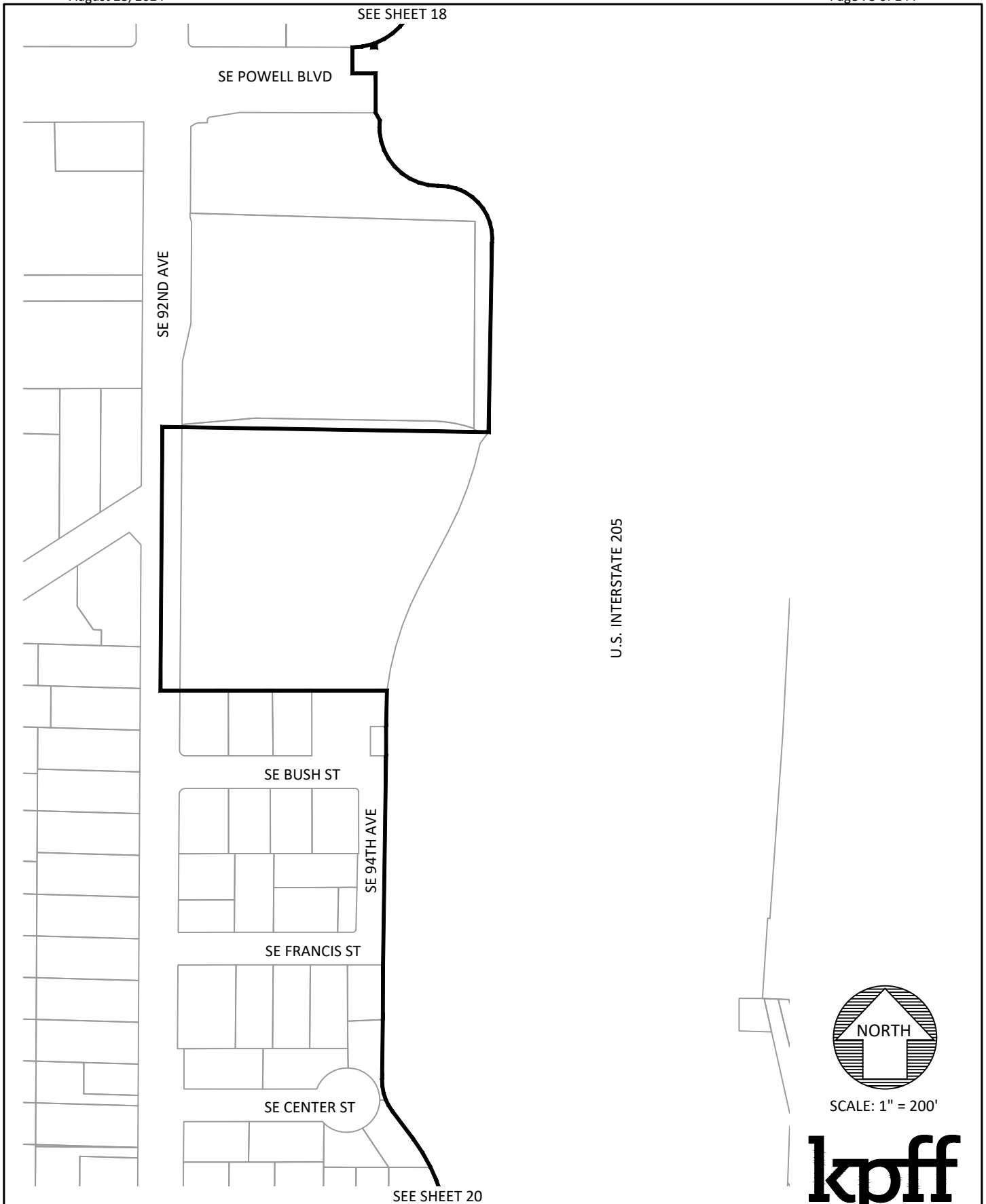


SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	18/73



SCALE: 1" = 200'

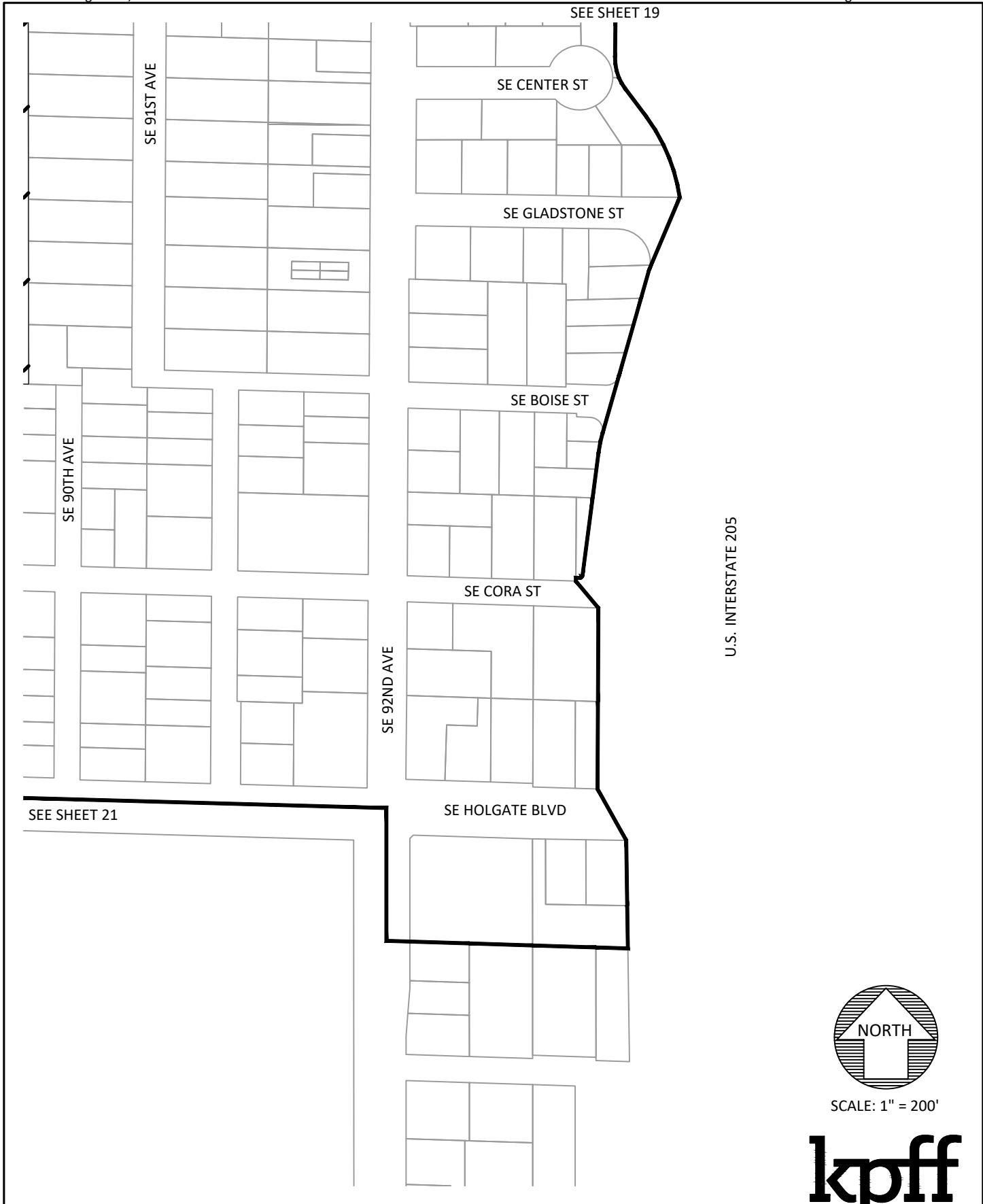


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	19/73



U.S. INTERSTATE 205

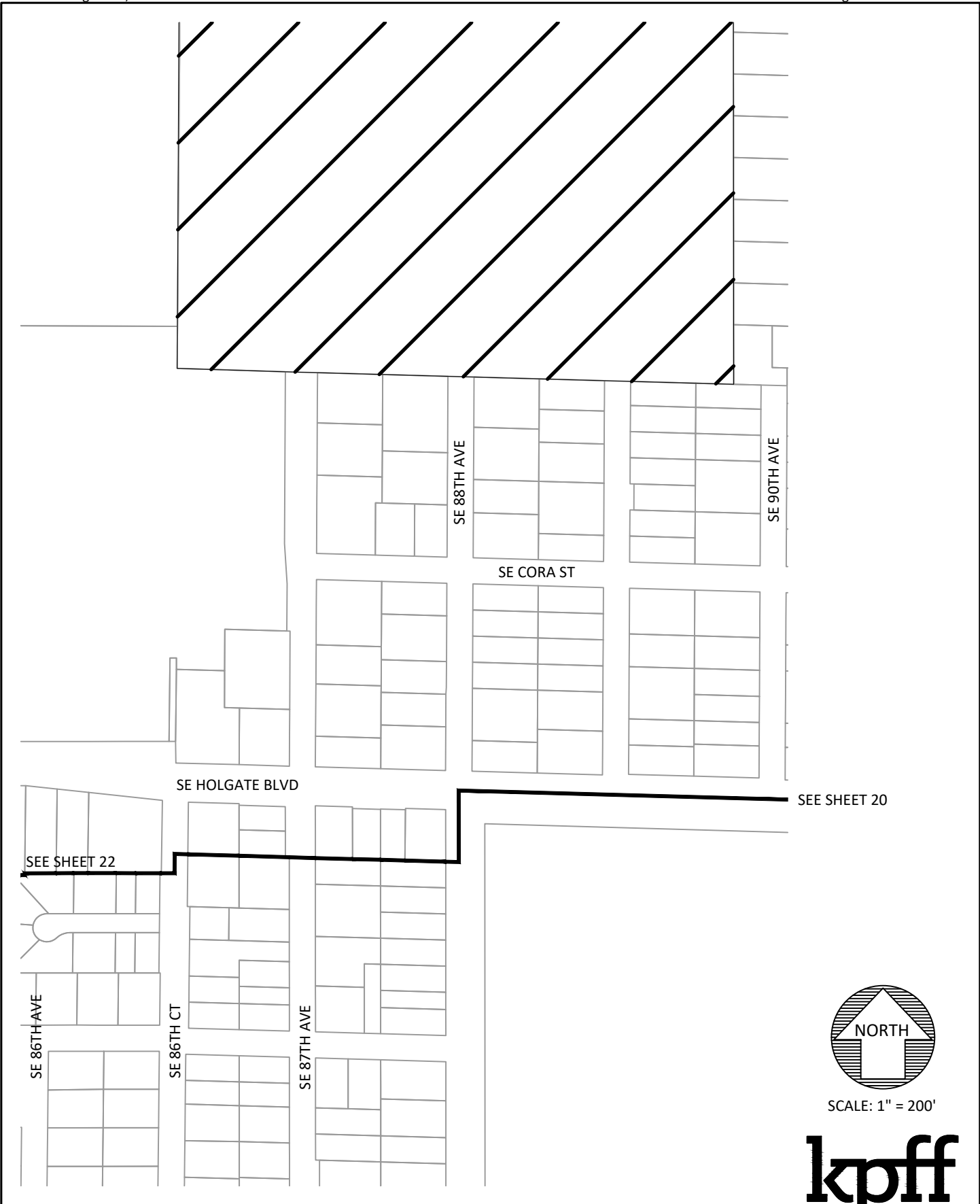


SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	20/73



SCALE: 1" = 200'

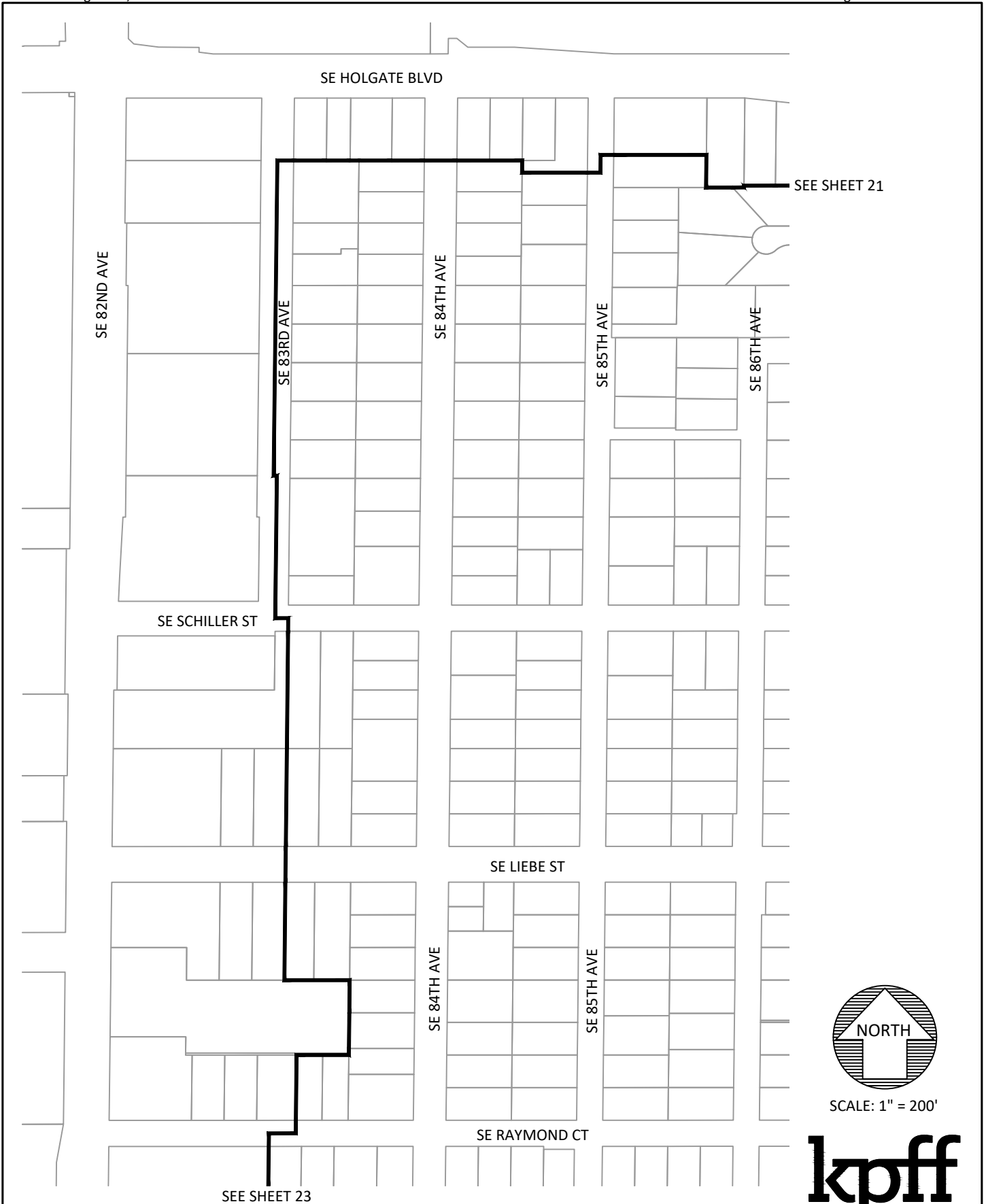


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	21/73

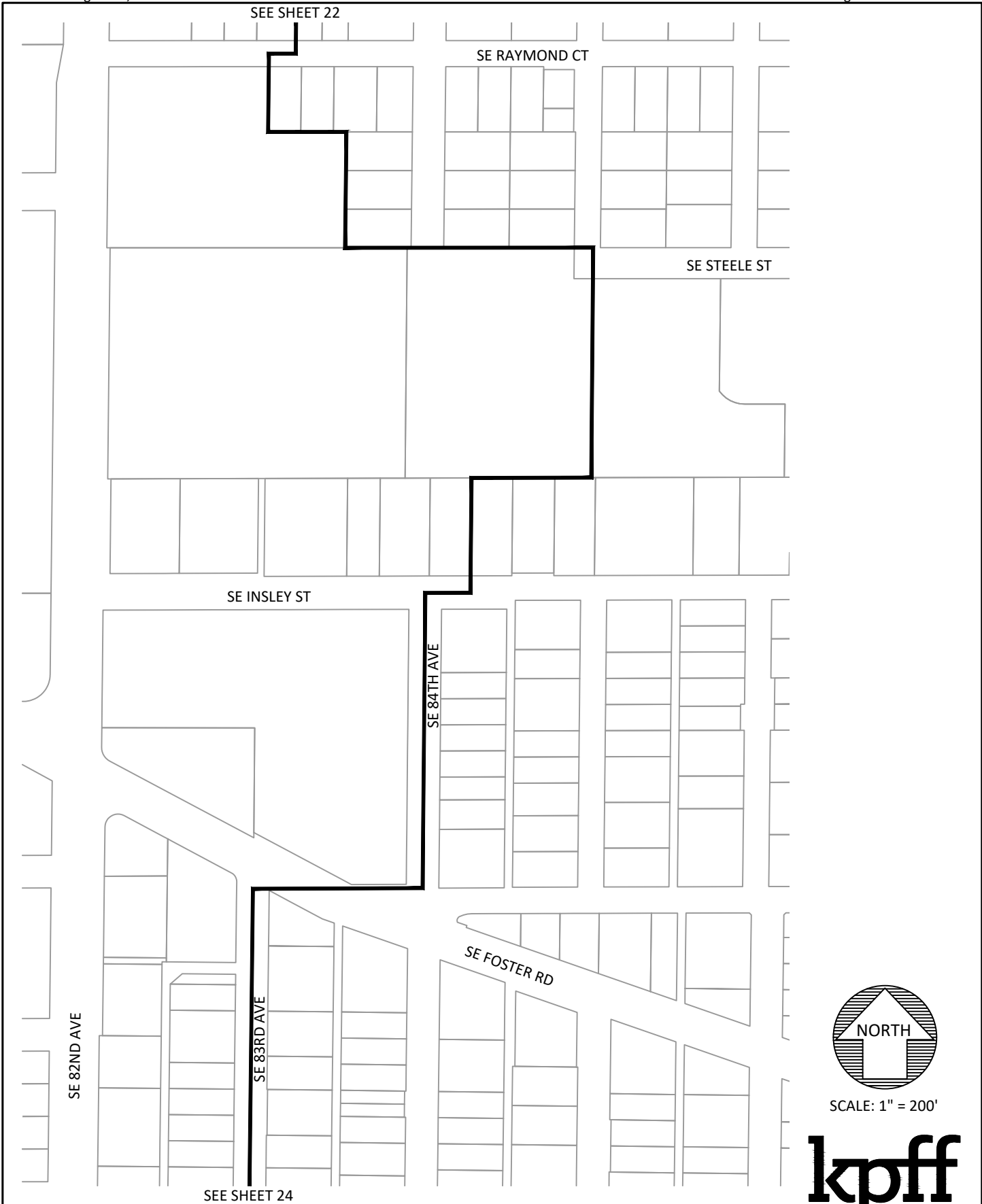


SCALE: 1" = 200'



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

<p>EXHIBIT B MAP - 82ND</p>	DATE:	08/19/2024
	DRAWN BY:	BDM
<p>CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON</p>	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	22/73



SCALE: 1" = 200'

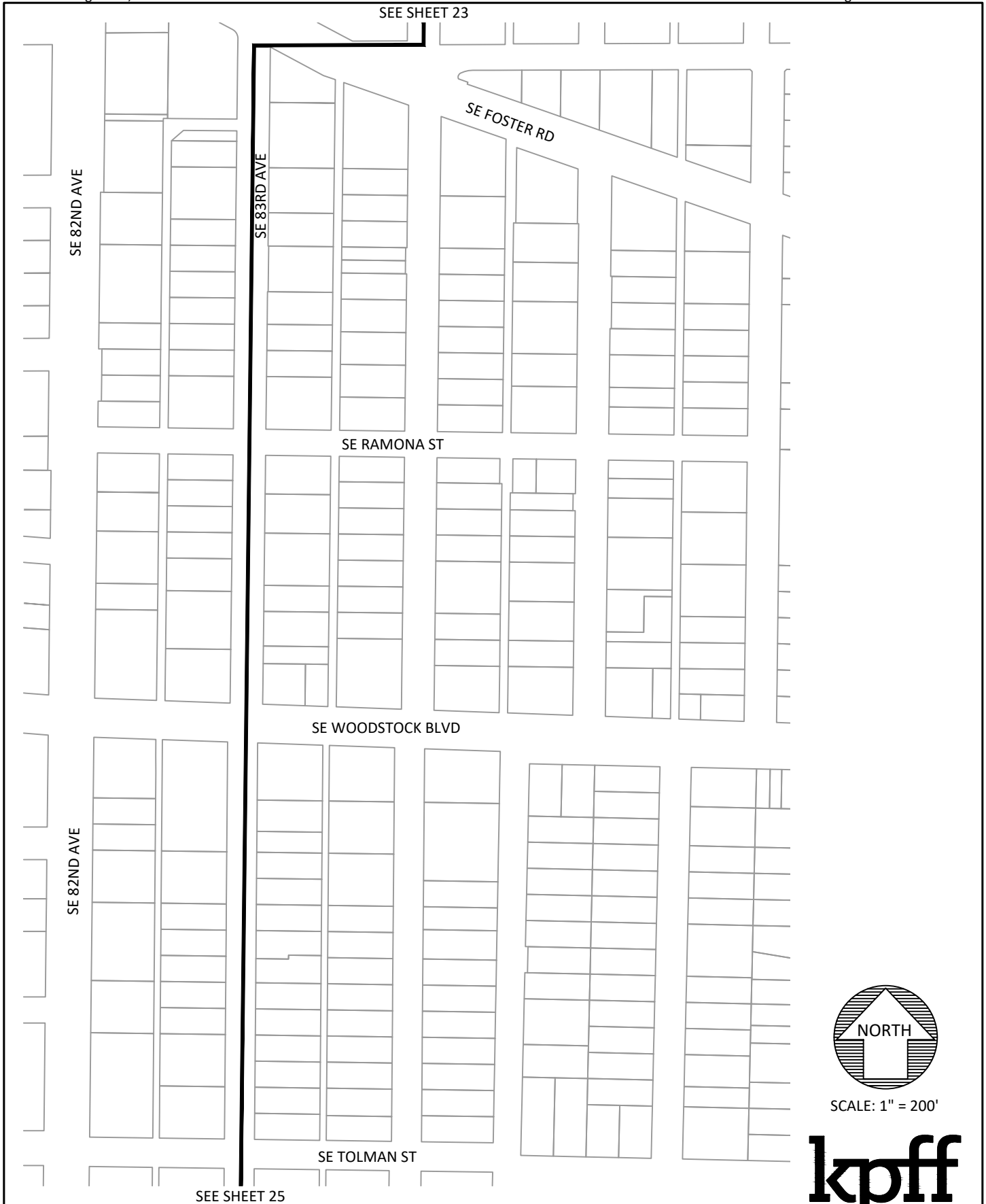


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	23/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	24/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	25/73

SEE SHEET 25

SE GLENWOOD ST

SE BYBEE BLVD

SE KNAPP ST

SE 82ND AVE

SE 83RD AVE

SE 84TH AVE

SE 85TH AVE

SE 86TH AVE

SEE SHEET 27

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

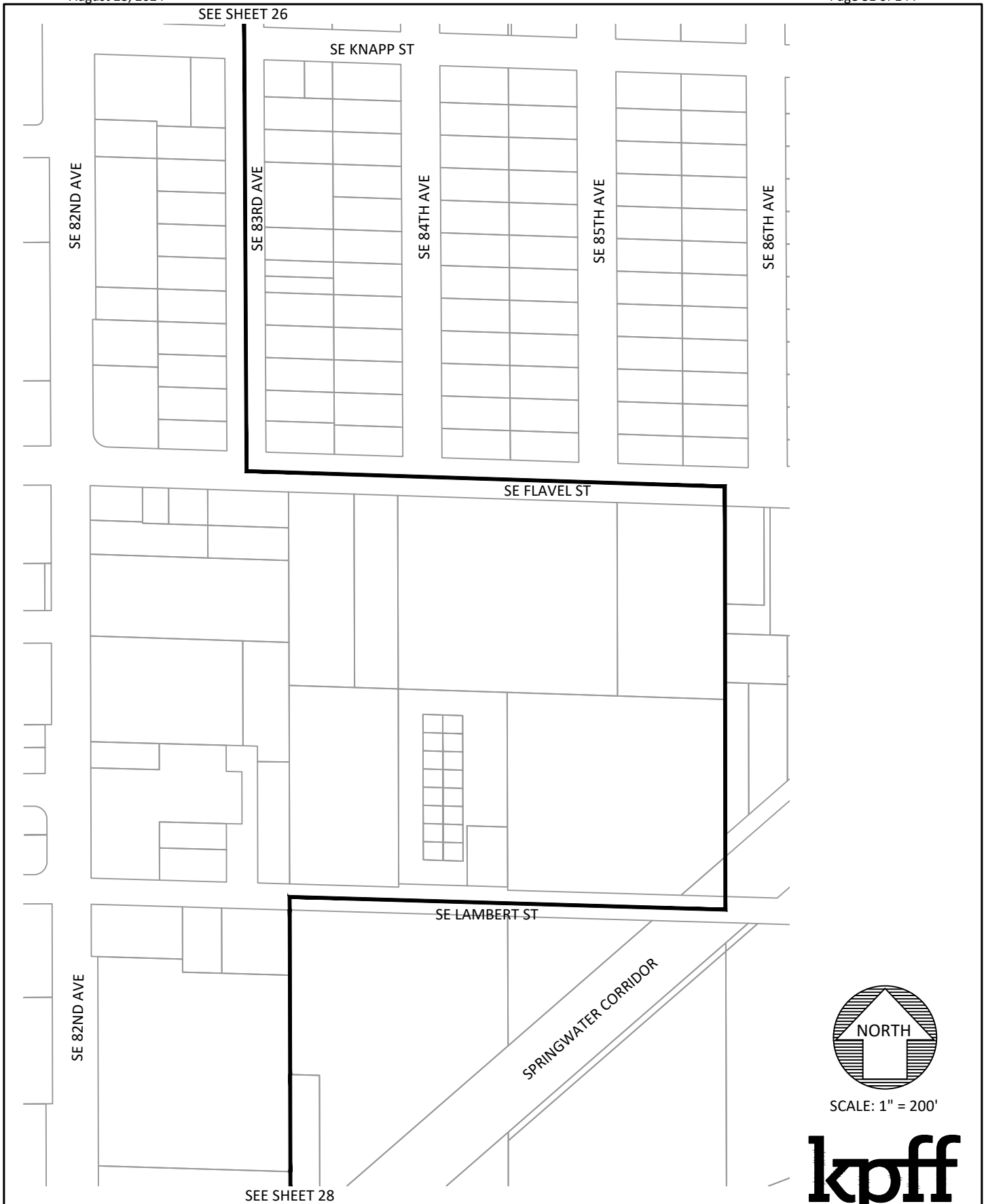
DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	26/73



SCALE: 1" = 200'



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



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	27/73

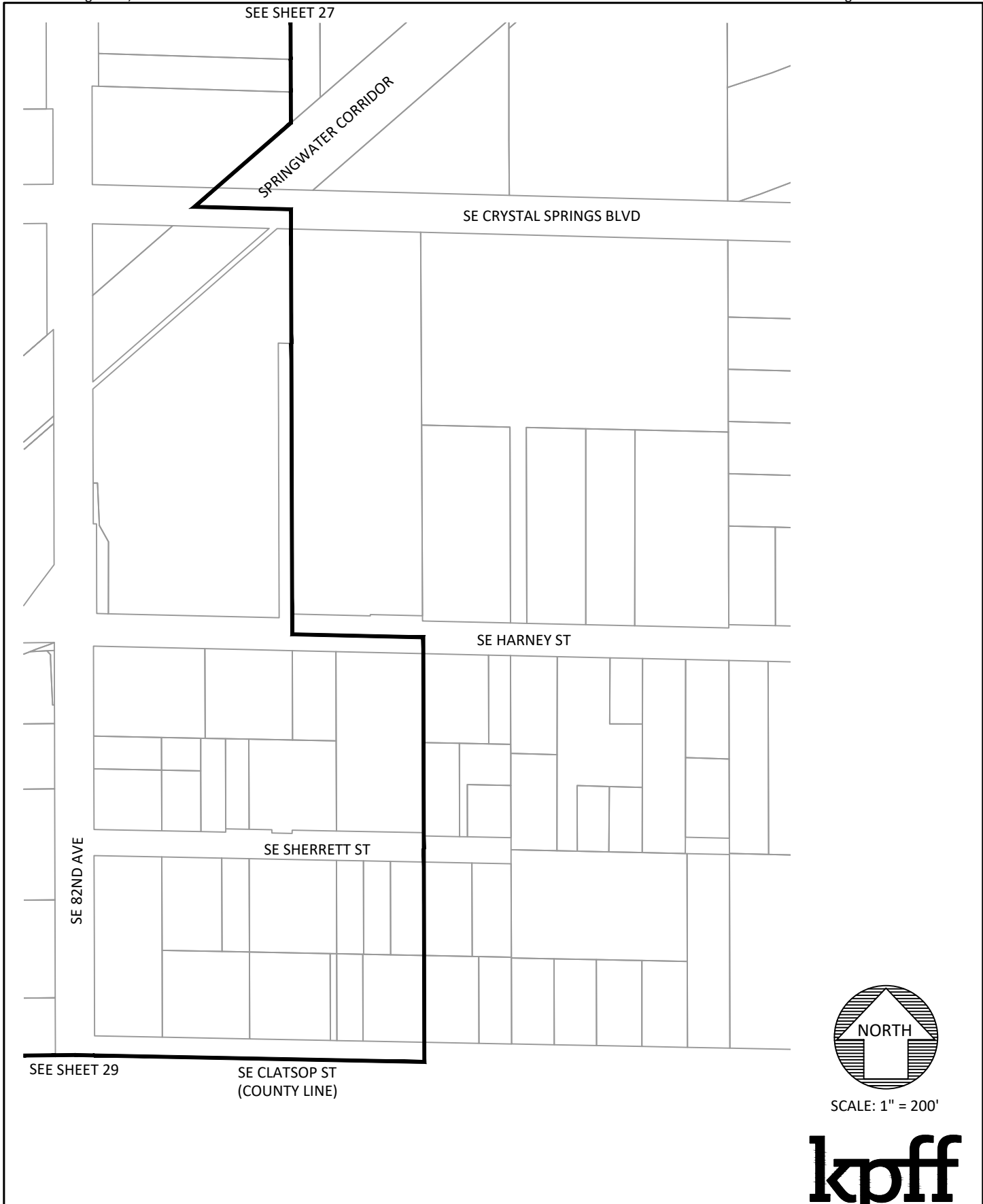
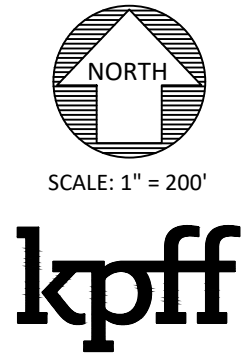


EXHIBIT B MAP - 82ND

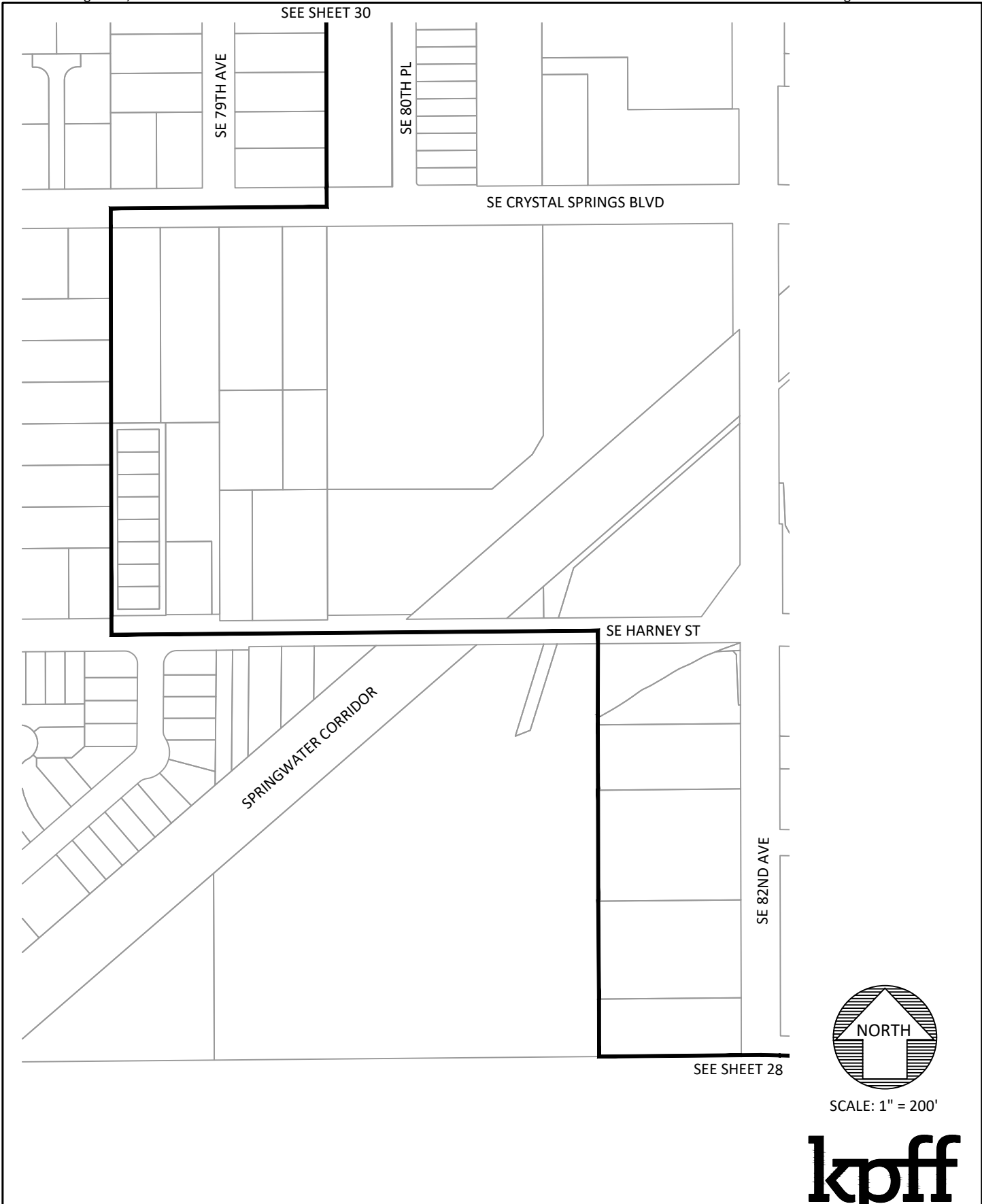
DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	28/73

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



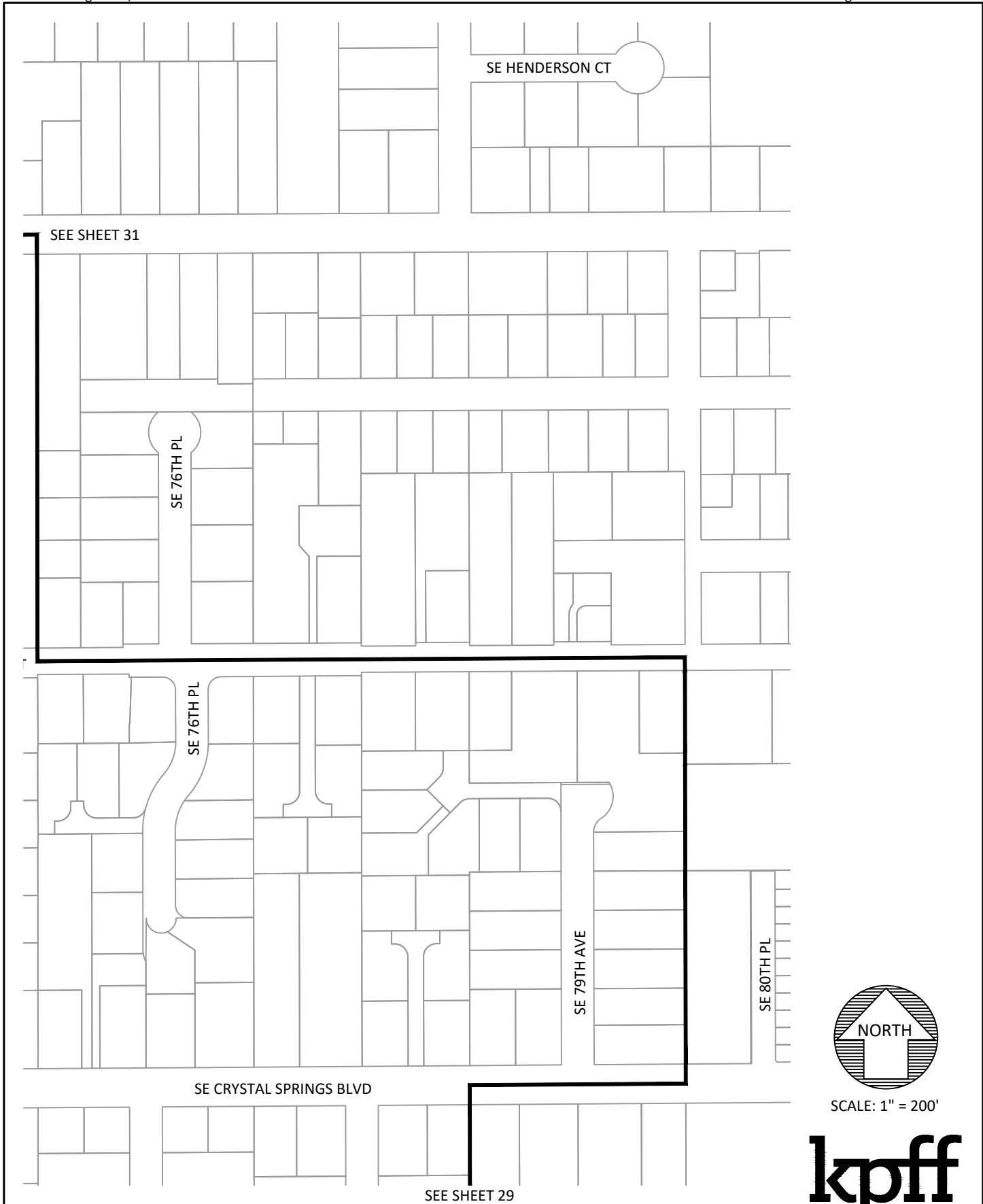
SCALE: 1" = 200'

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



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	29/73



SEE SHEET 31

SE HENDERSON CT

SE 76TH PL

SE 76TH PL

SE 79TH AVE

SE 80TH PL

SE CRYSTAL SPRINGS BLVD

SEE SHEET 29



SCALE: 1" = 200'

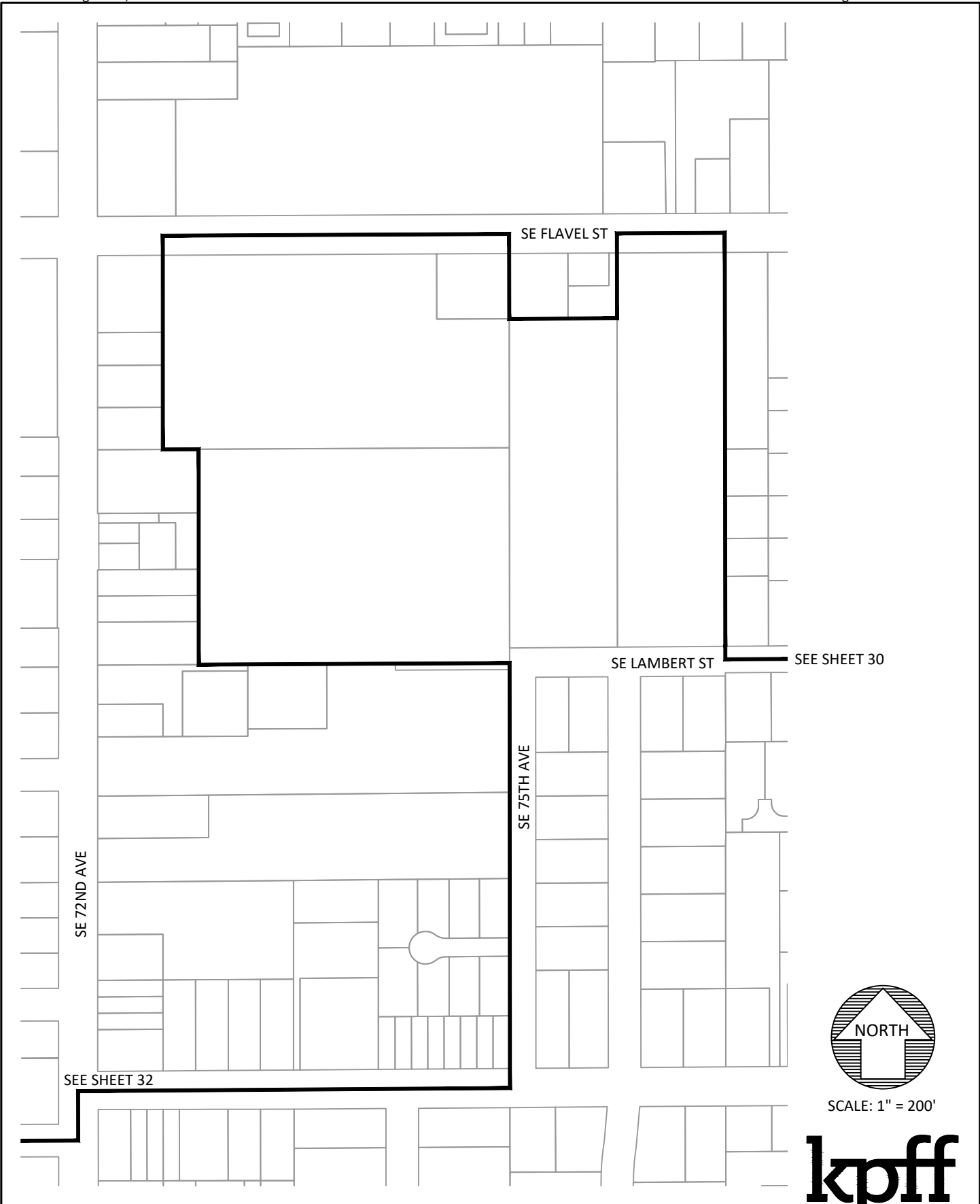


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	30/73



SCALE: 1" = 200'

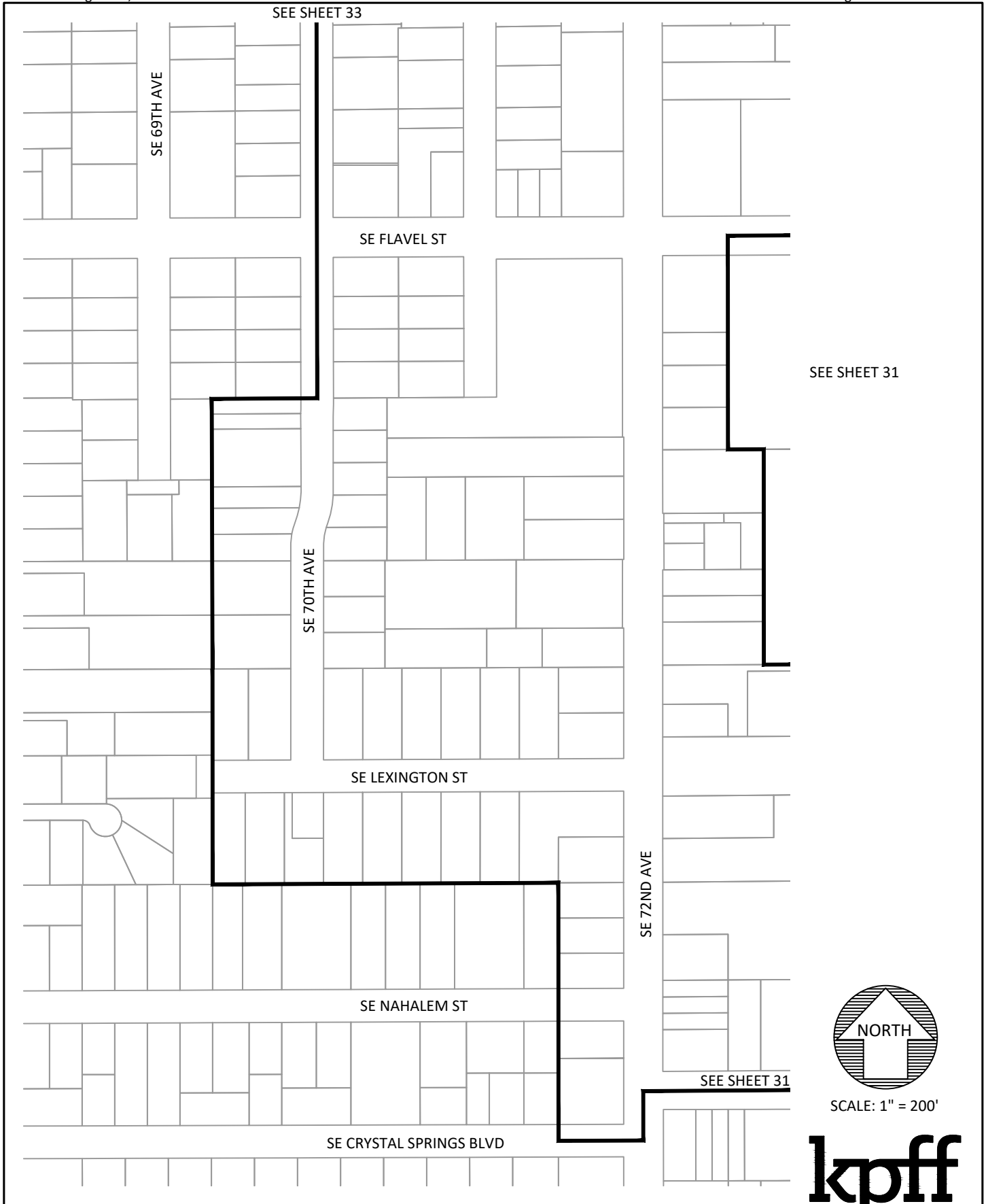


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	31/73



SCALE: 1" = 200'

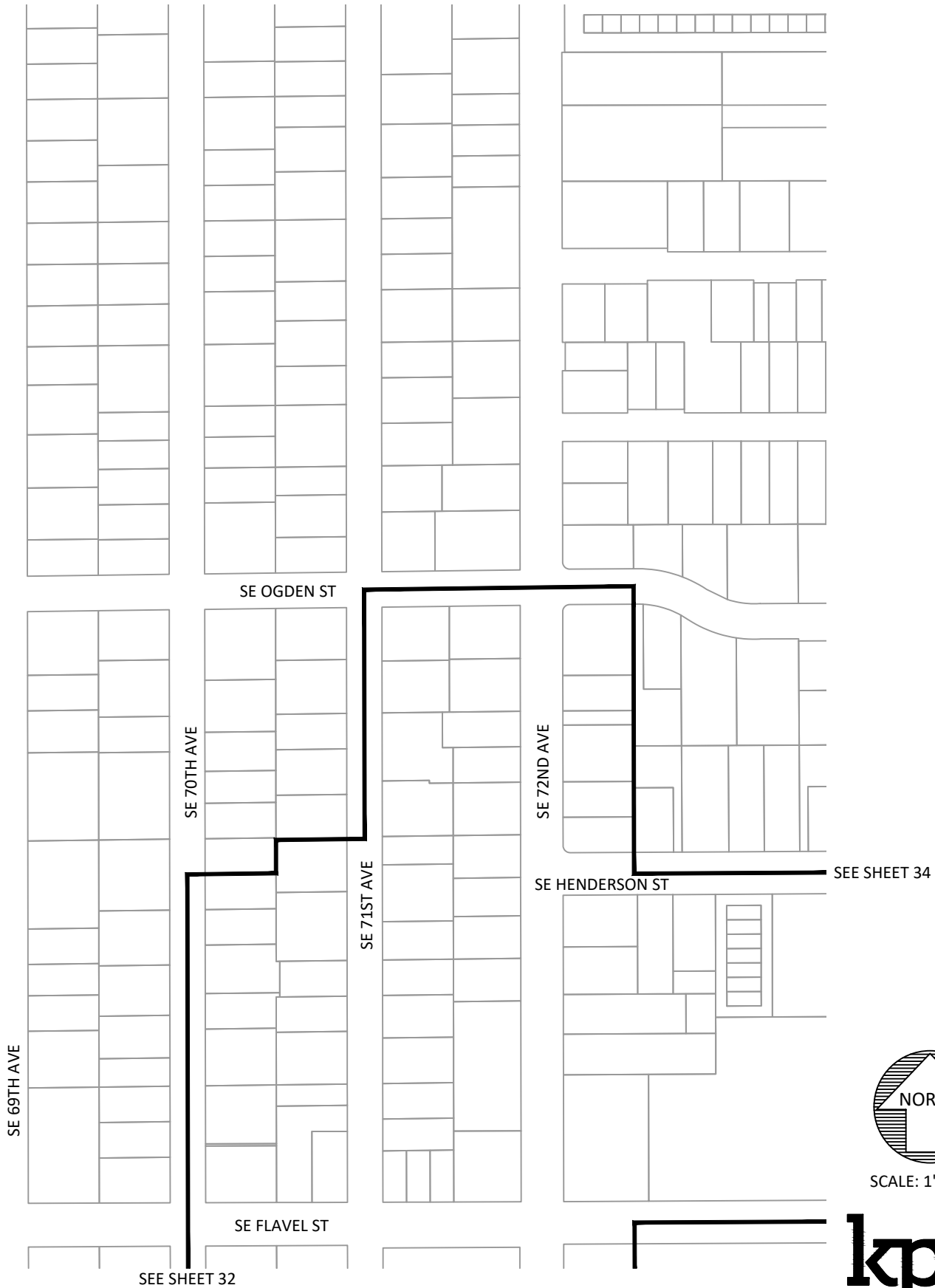


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	32/73

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



SCALE: 1" = 200'

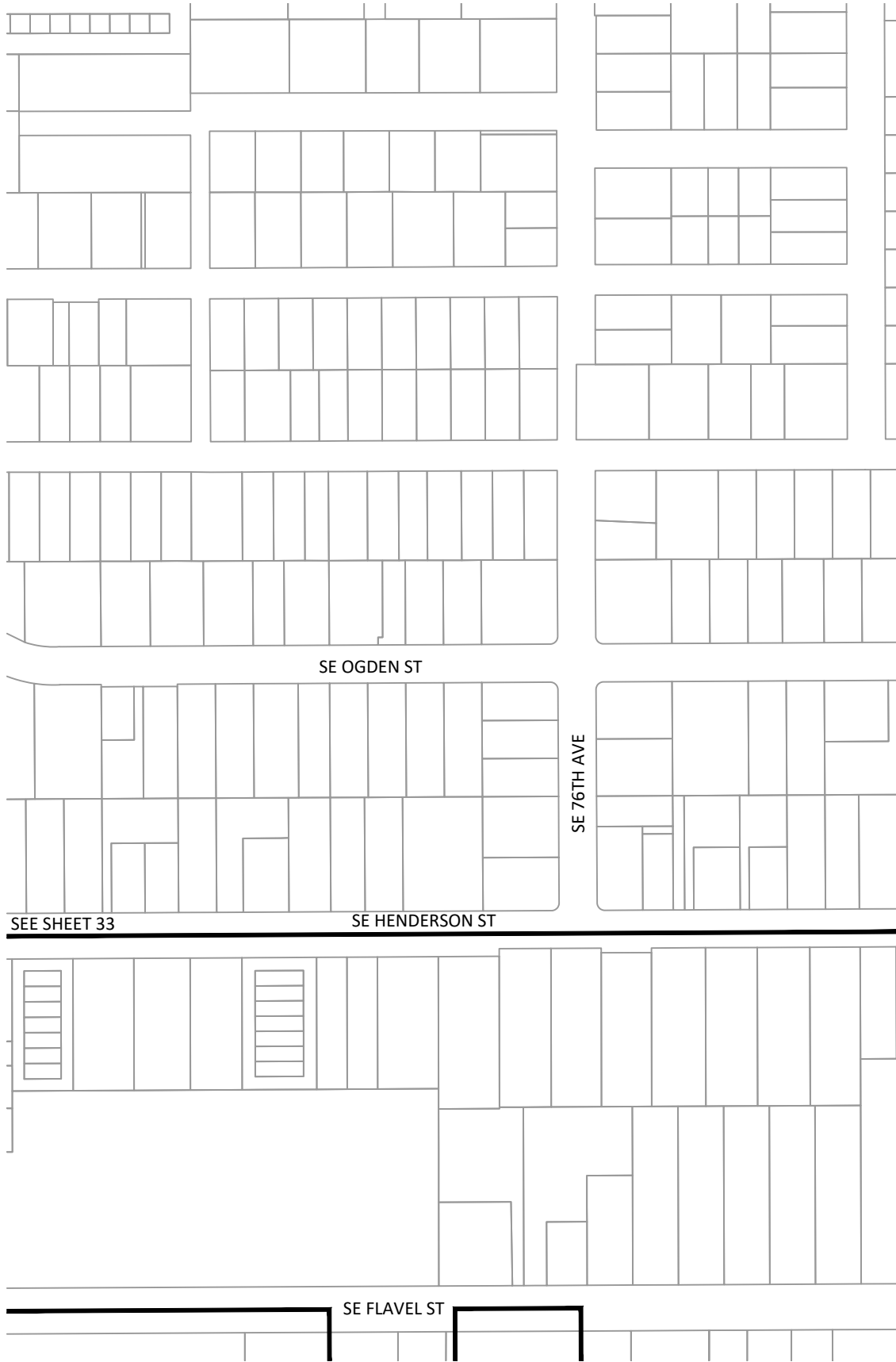


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	33/73



SEE SHEET 33

SE HENDERSON ST

SEE SHEET 35



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	34/73

SEE SHEET 37



SEE SHEET 35



SCALE: 1" = 200'

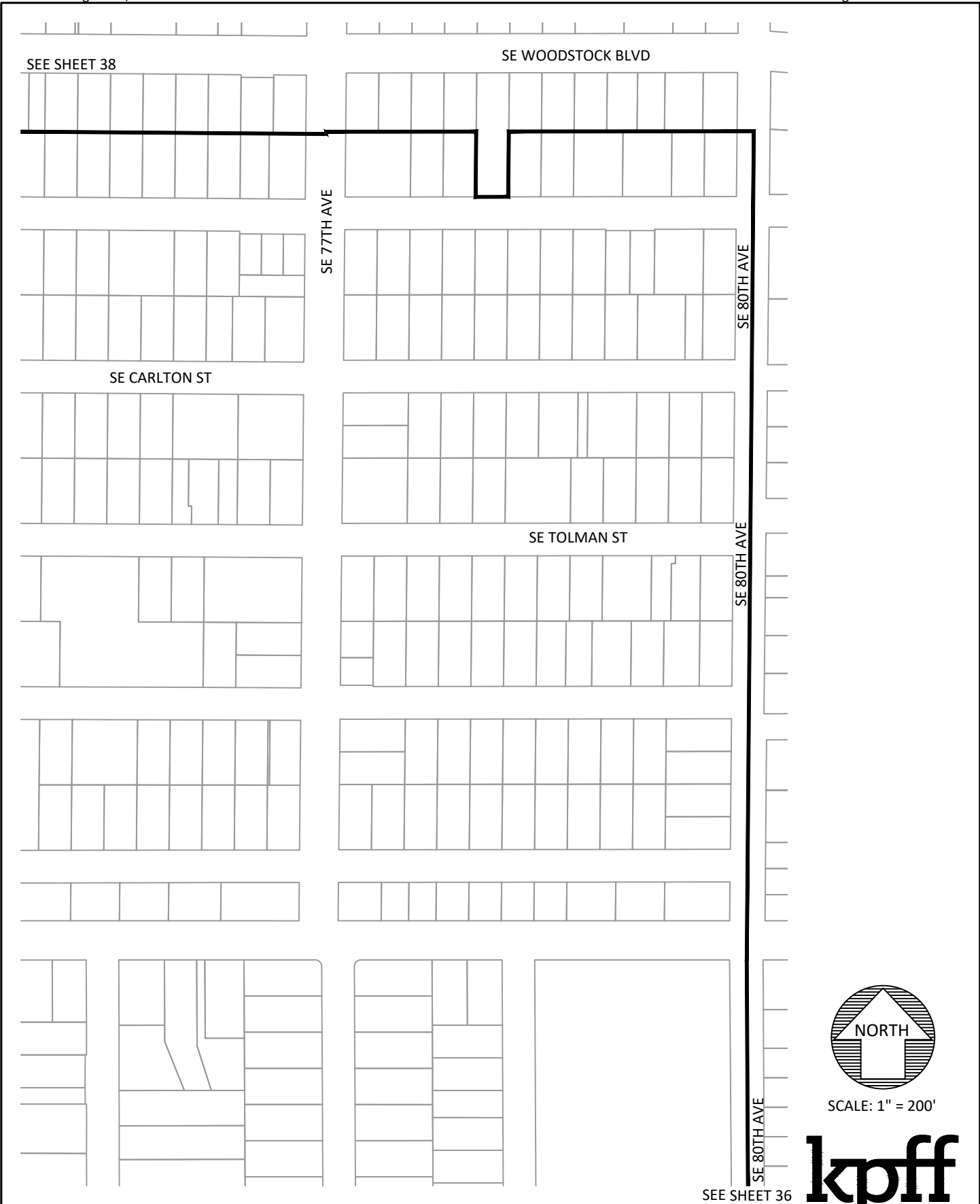


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	36/73



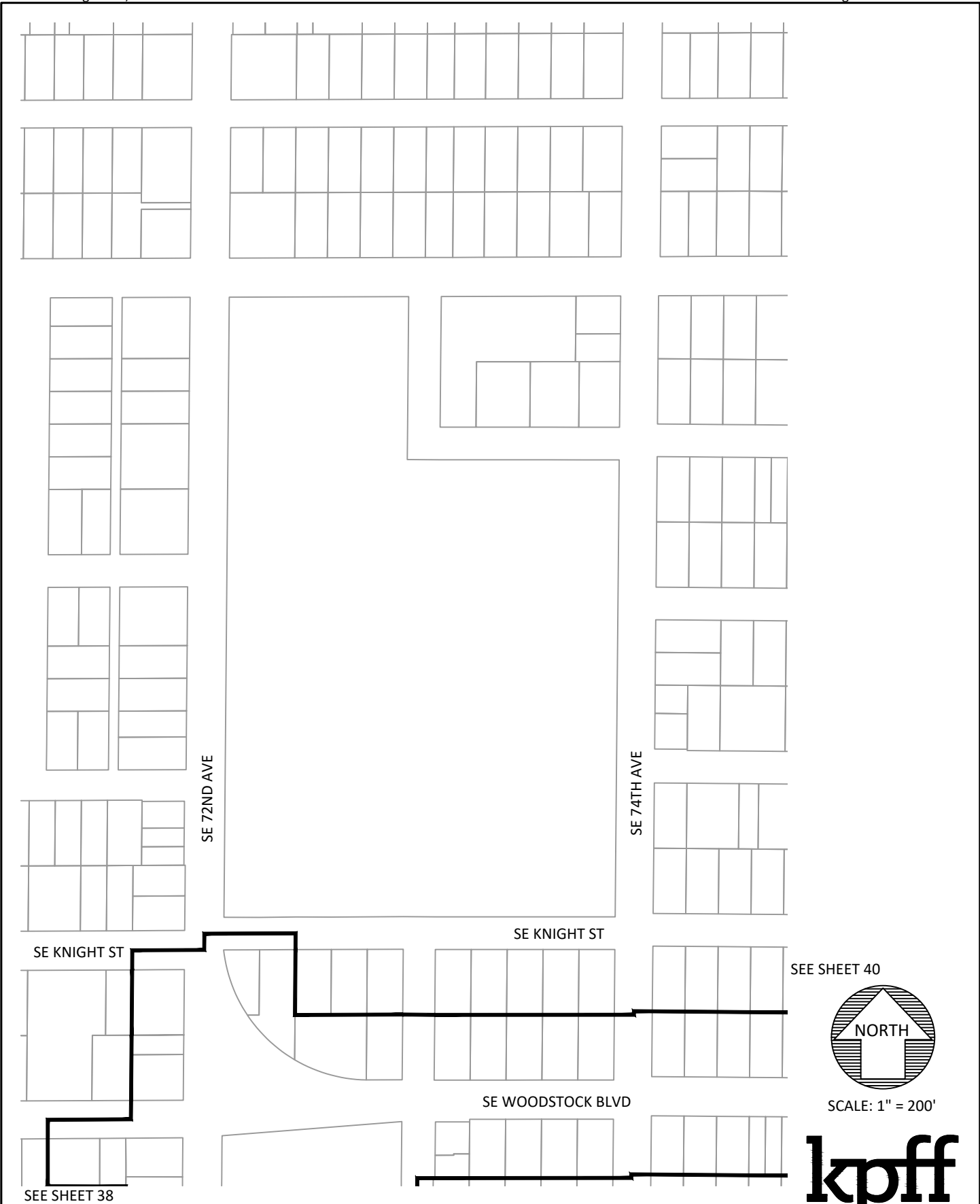
SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	37/73

SEE SHEET 36



SEE SHEET 38

SEE SHEET 40



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	39/73



SEE SHEET 41

SE 80TH AVE

SE 77TH AVE

SE 80TH AVE

SEE SHEET 39

SE KNIGHT ST

SE WOODSTOCK BLVD



SCALE: 1" = 200'

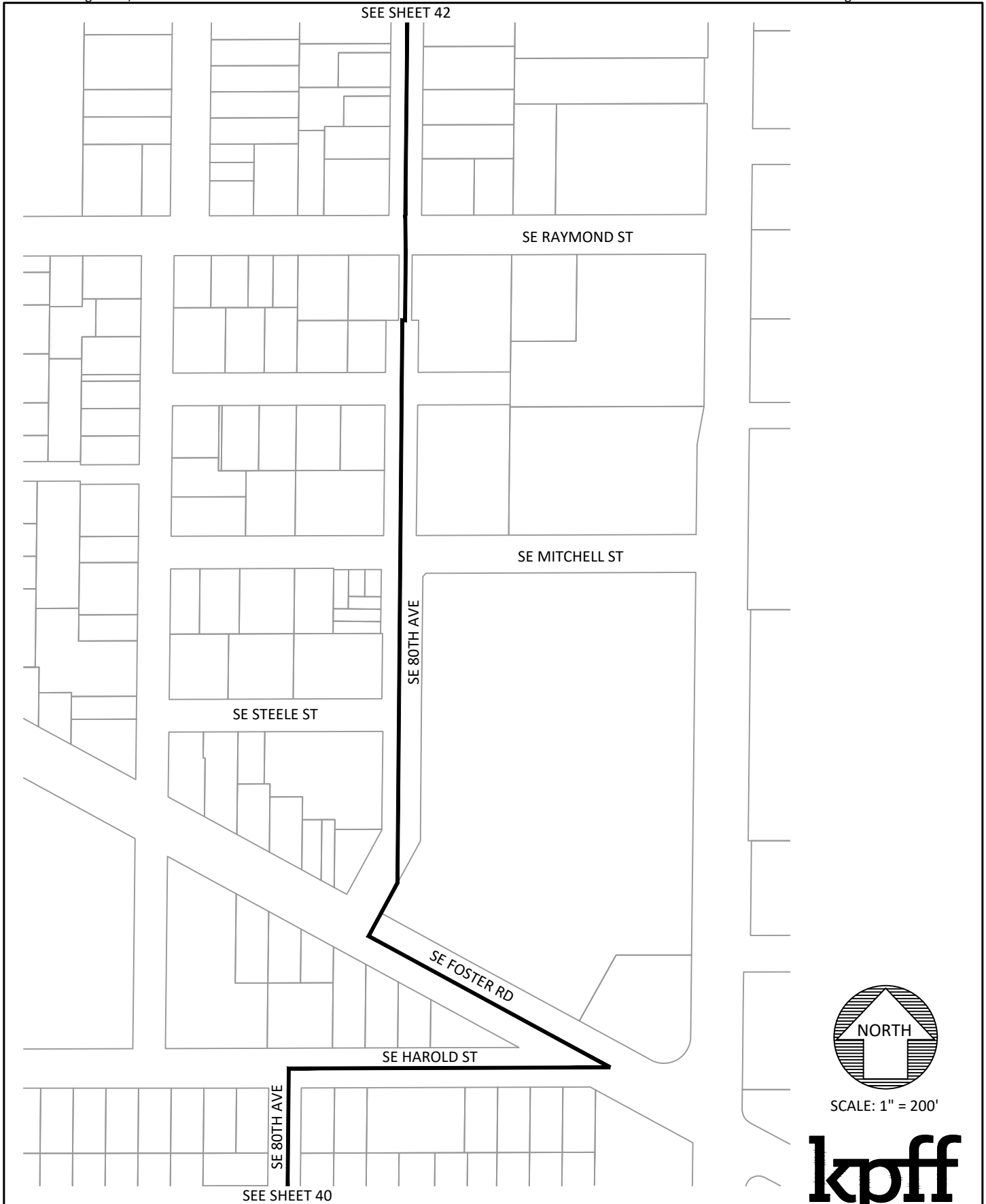


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	40/73

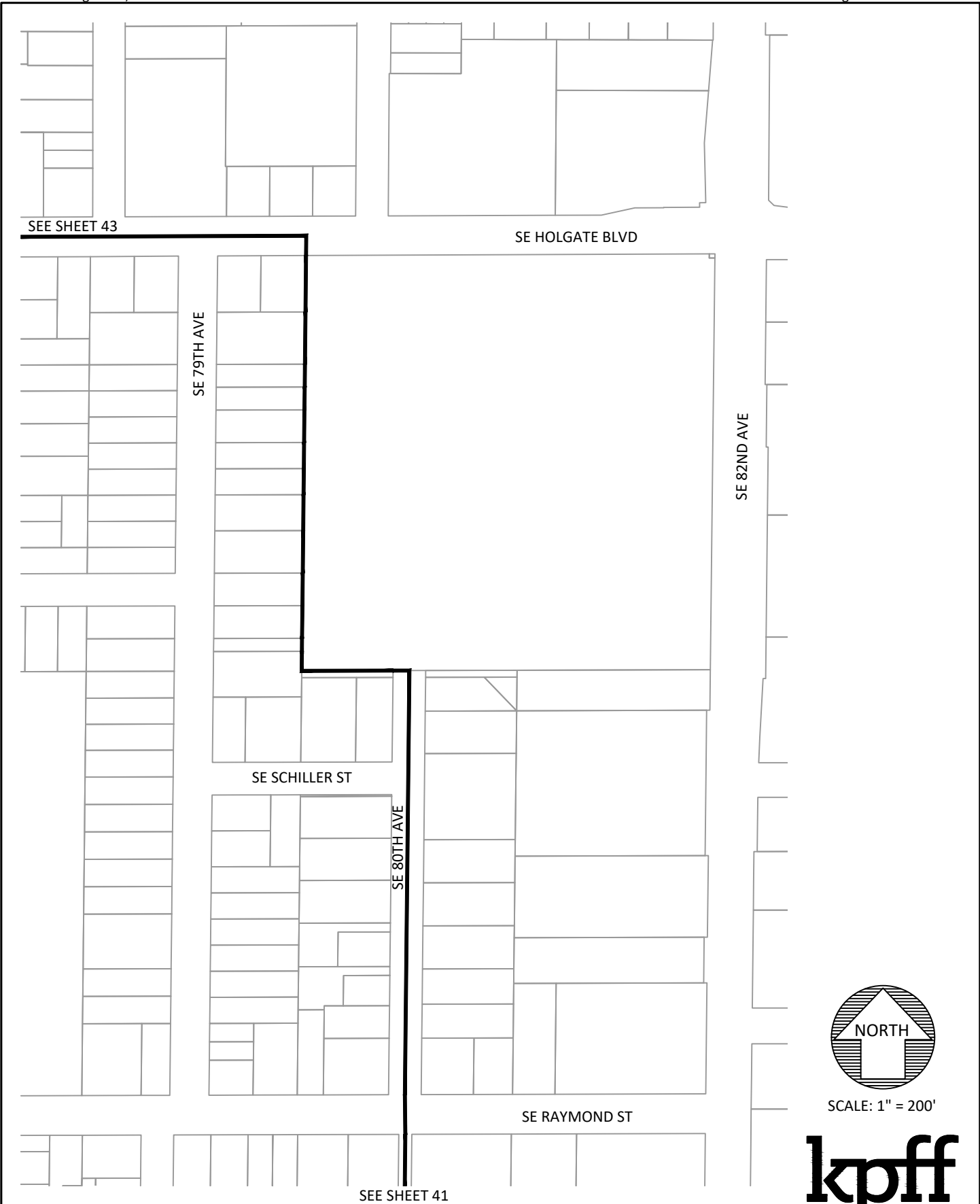


SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	41/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	42/73

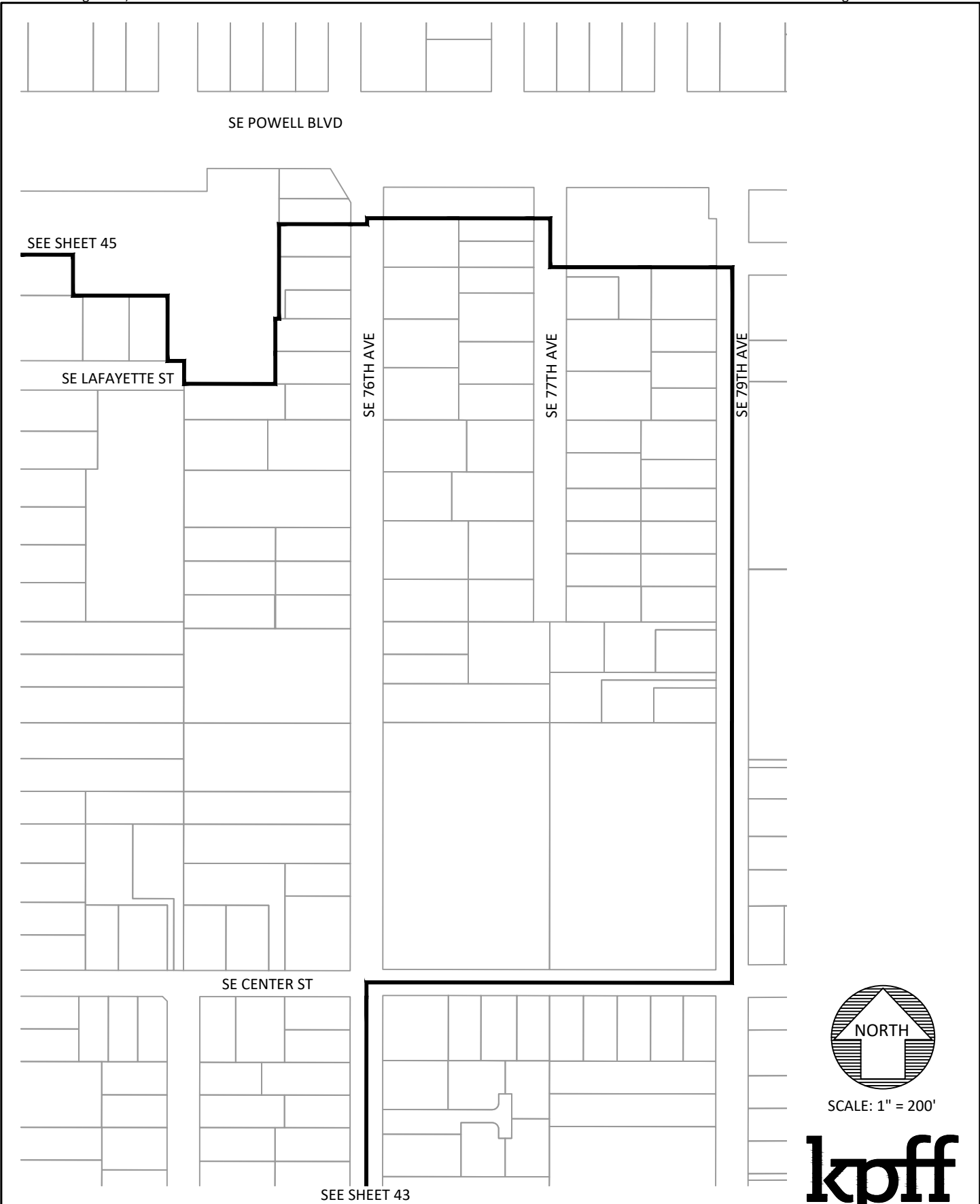


SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	43/73



SCALE: 1" = 200'

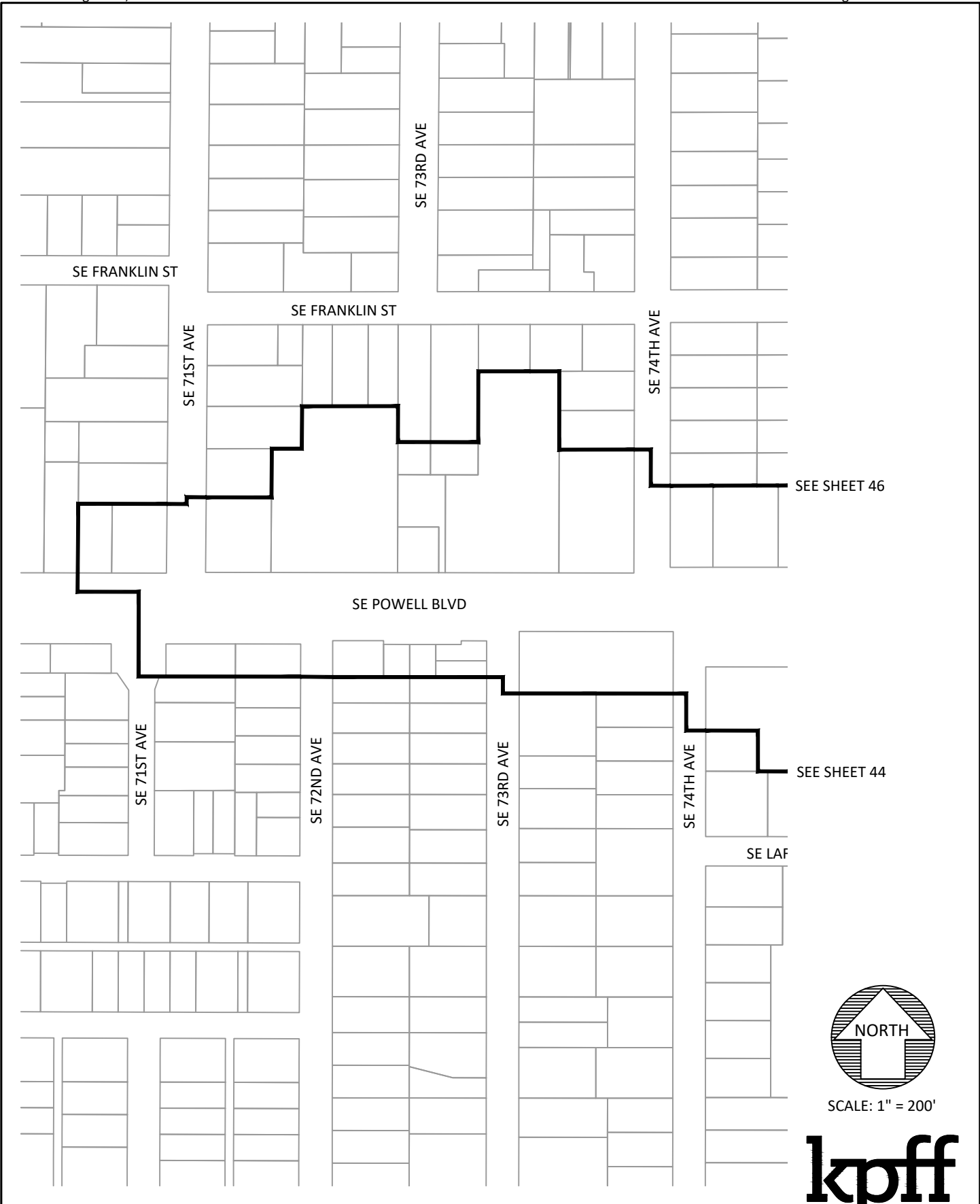


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	44/73



SCALE: 1" = 200'

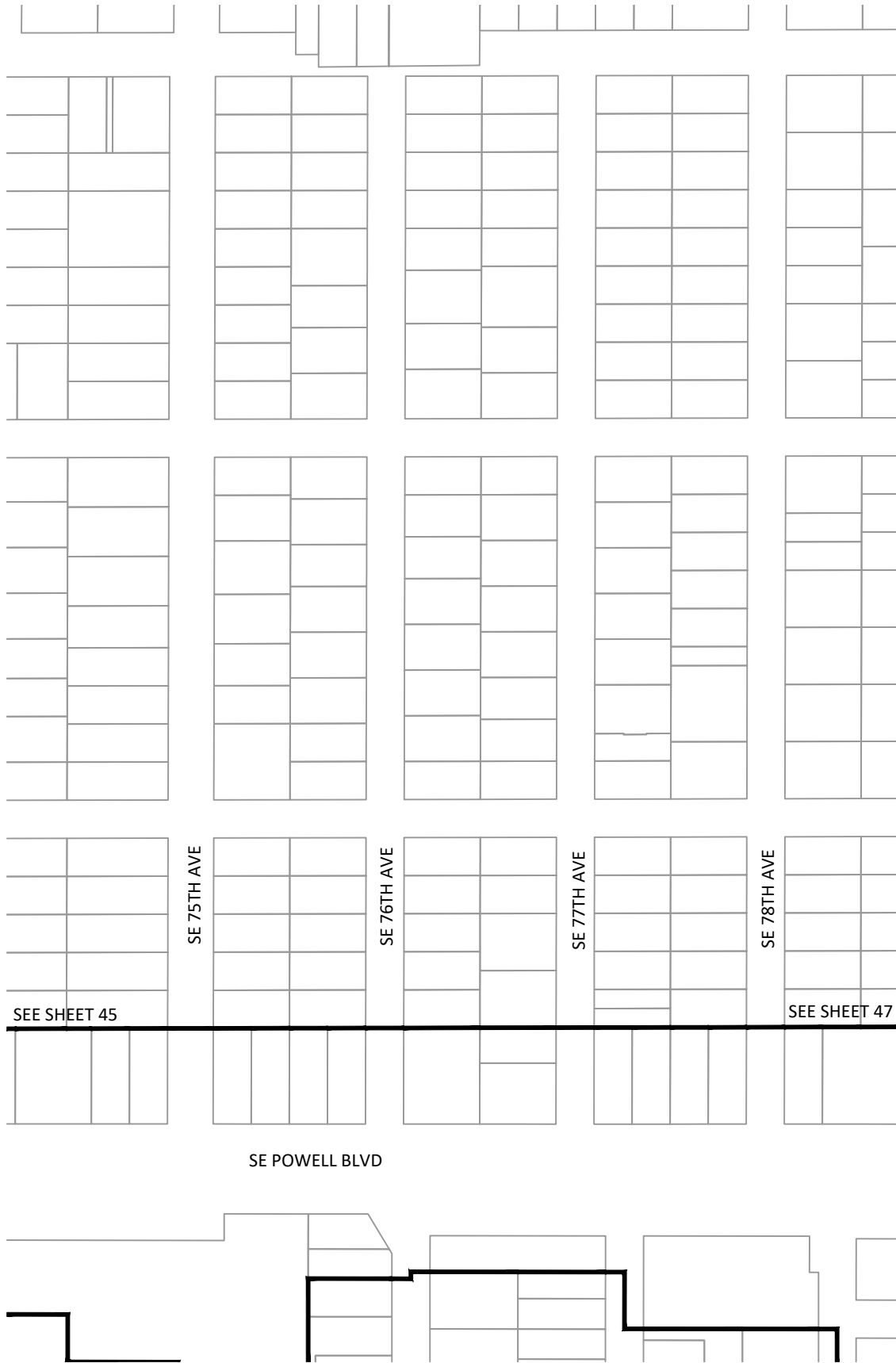


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	45/73



SCALE: 1" = 200'

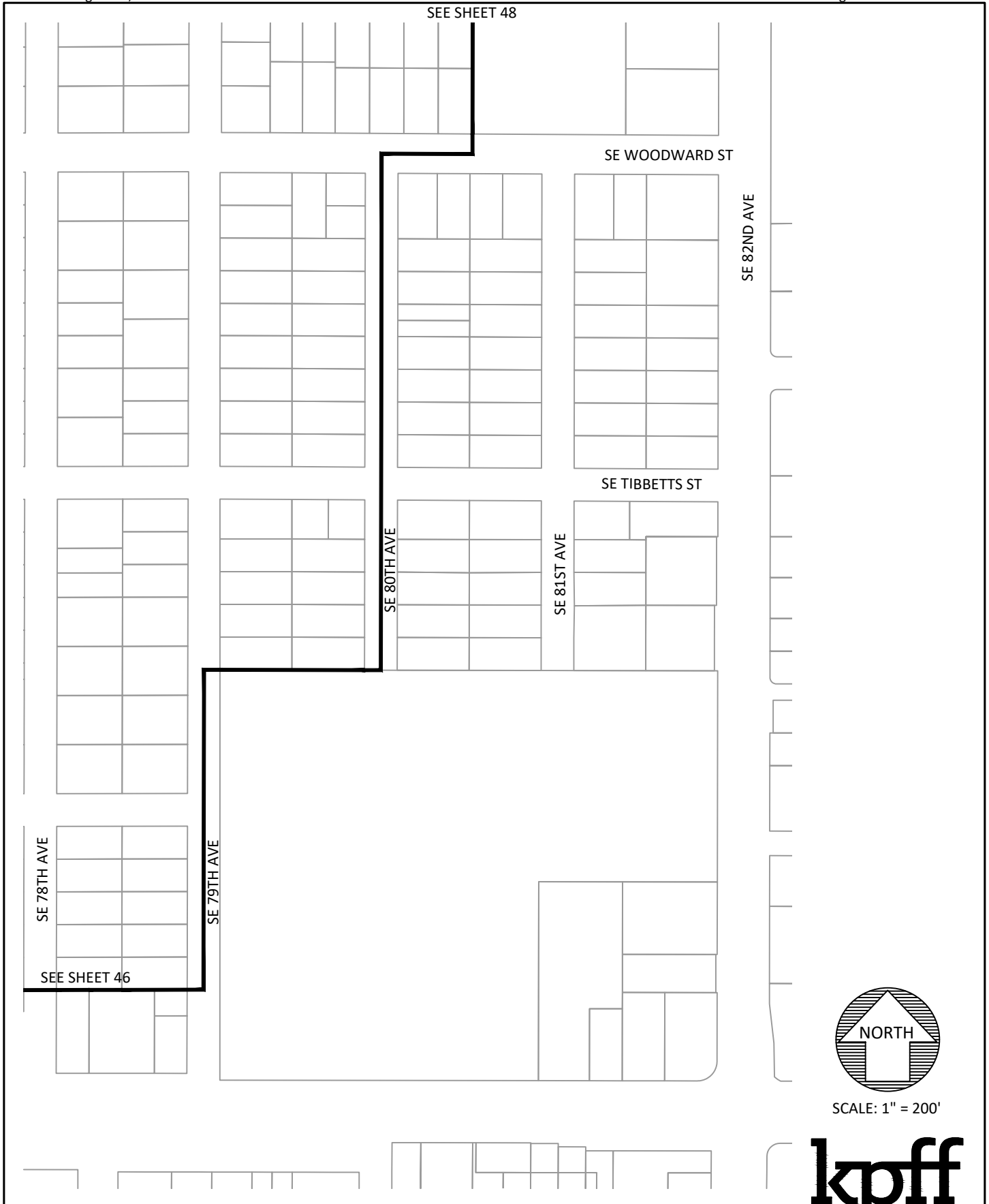


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	46/73

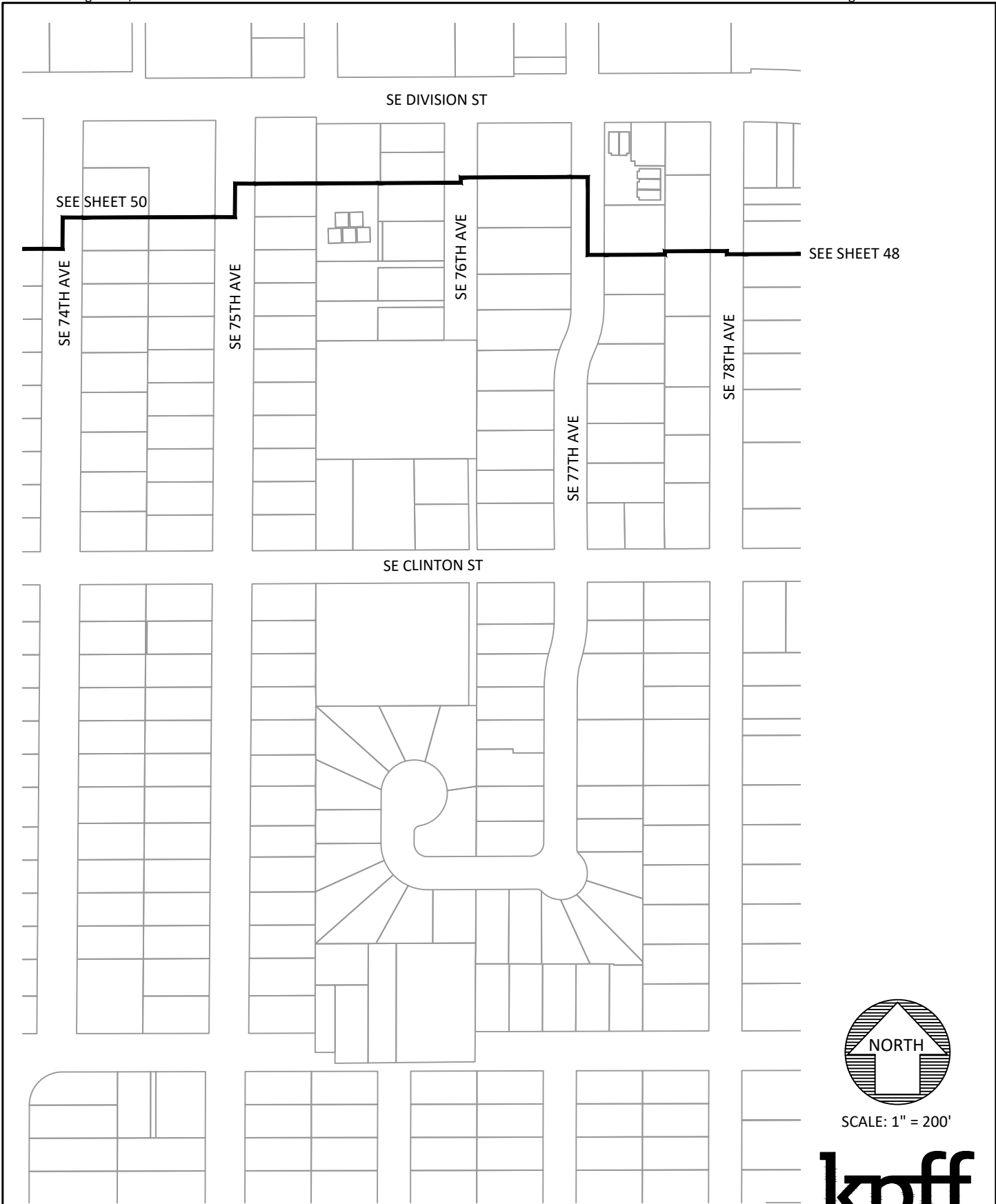


SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	47/73



SCALE: 1" = 200'



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

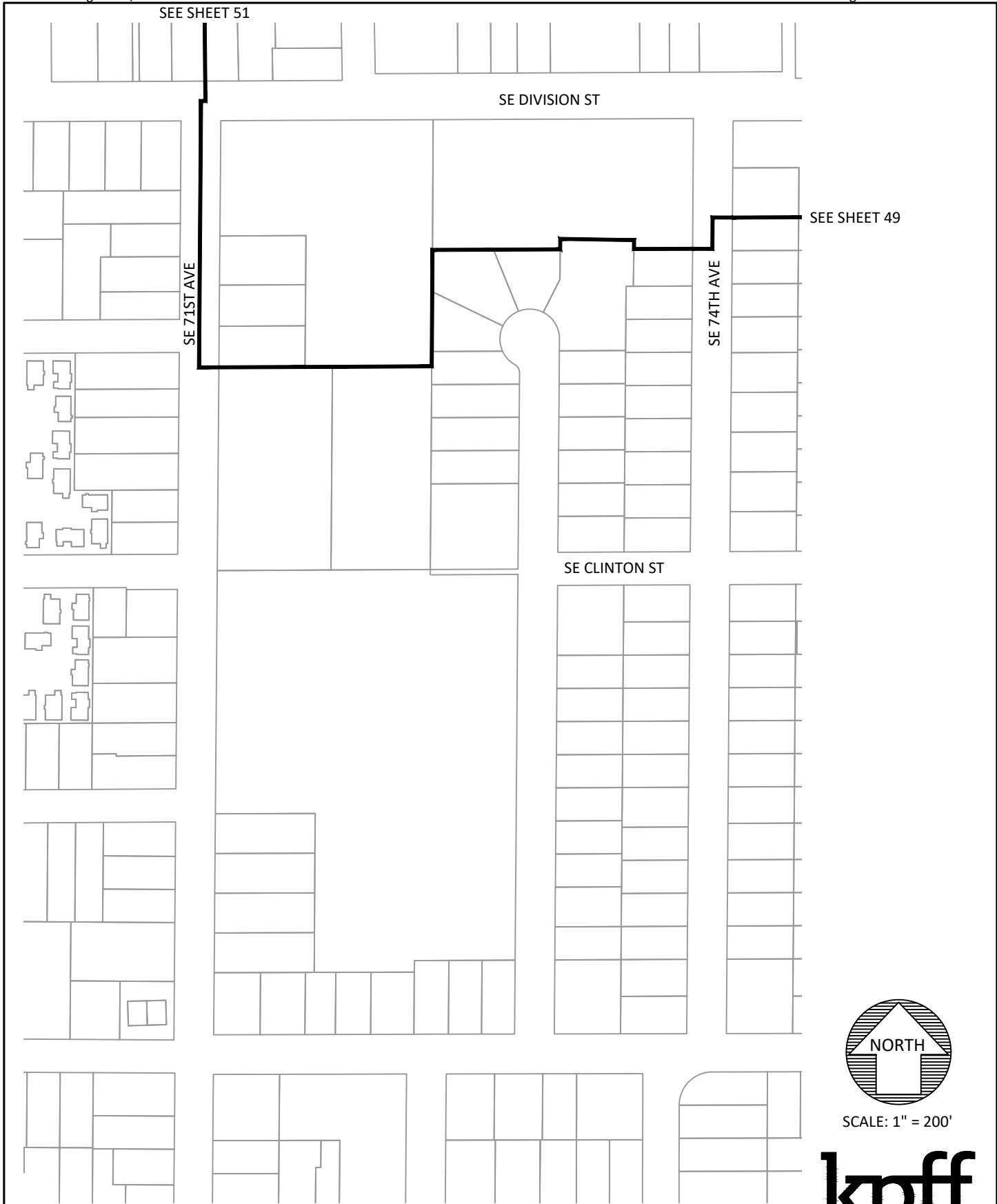
EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	49/73

SEE SHEET 51

SEE SHEET 49



SCALE: 1" = 200'

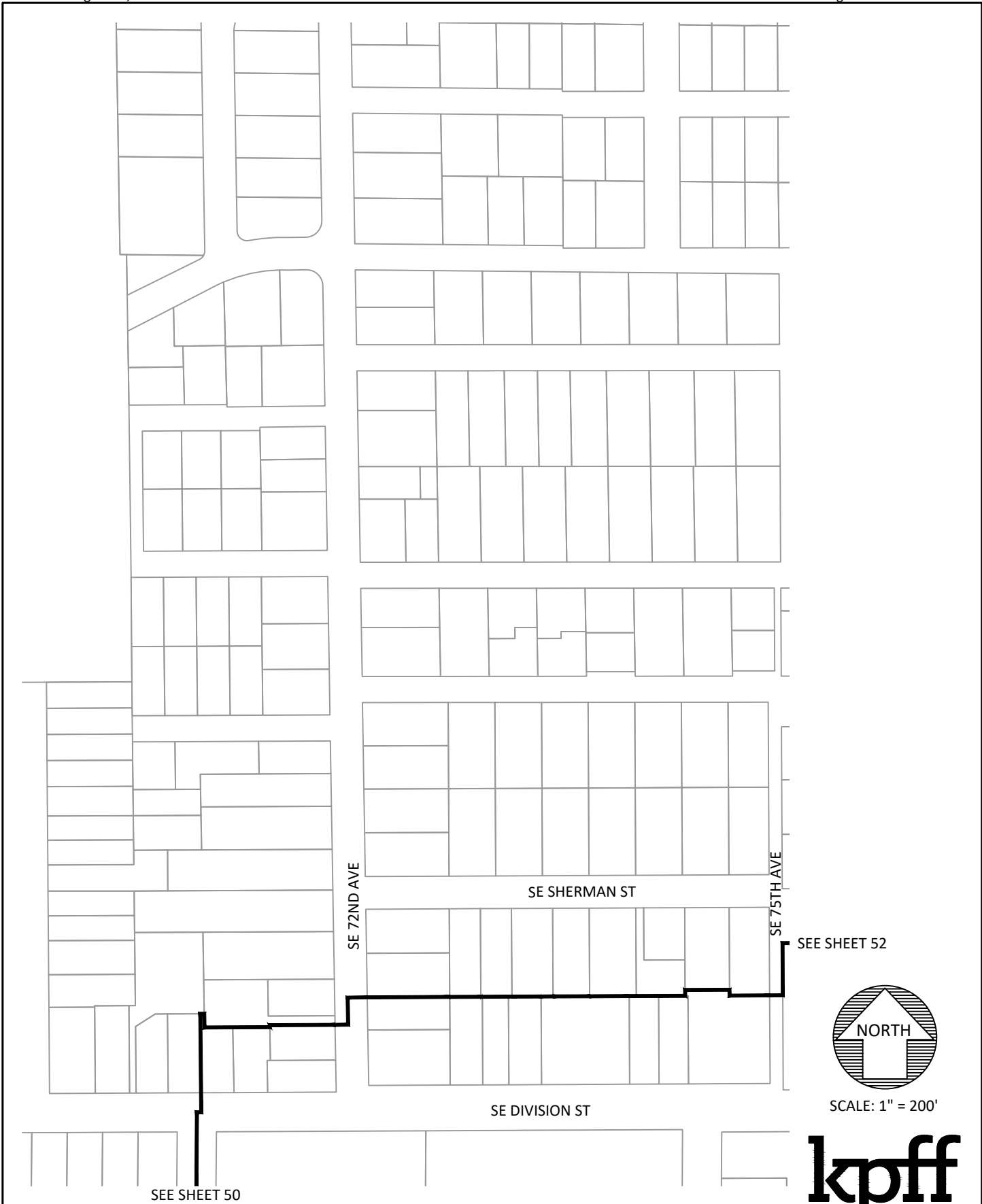


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	50/73

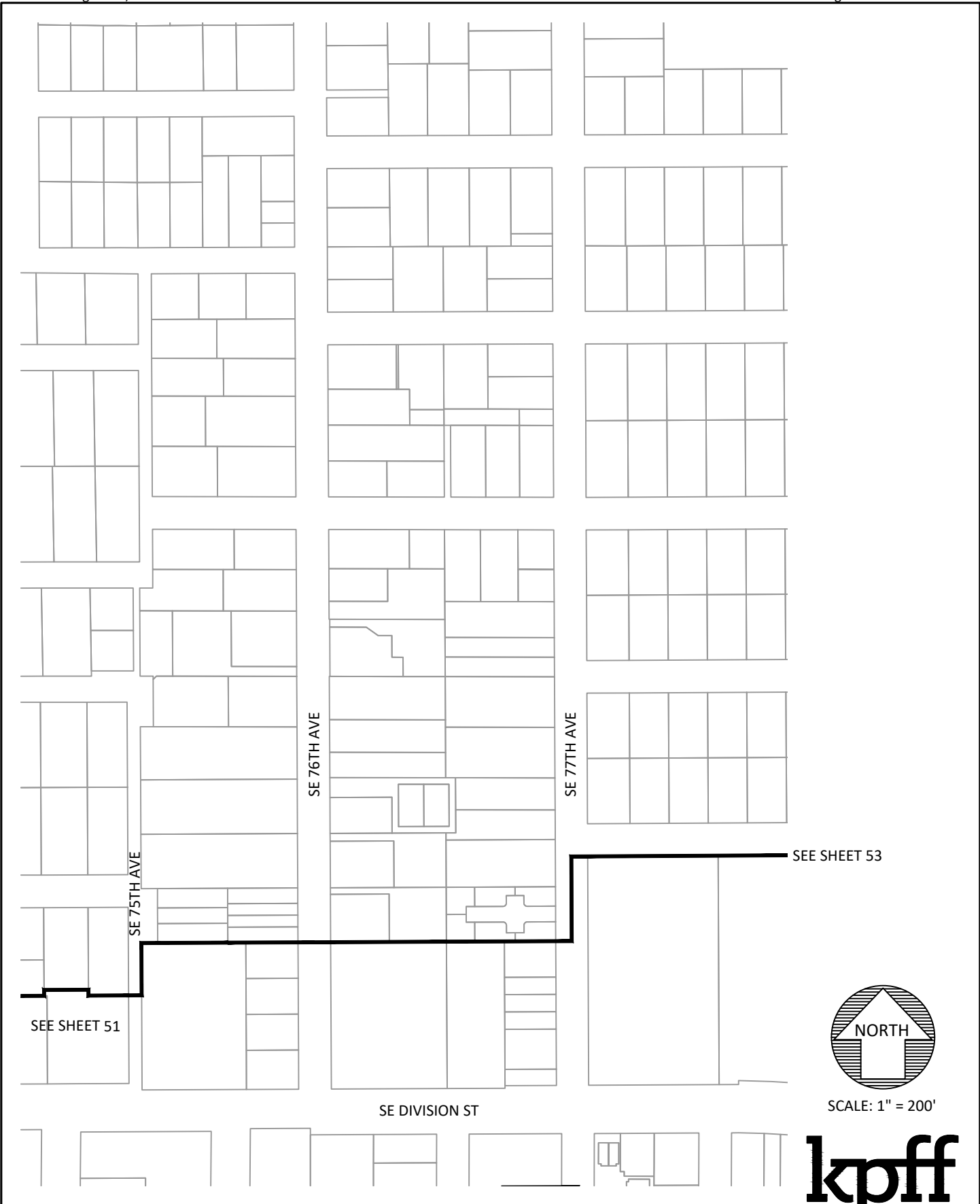


SCALE: 1" = 200'



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

<p>EXHIBIT B MAP - 82ND</p>	DATE:	08/19/2024
	DRAWN BY:	BDM
<p>CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON</p>	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	51/73



SEE SHEET 51

SE 75TH AVE

SE 76TH AVE

SE 77TH AVE

SEE SHEET 53

SE DIVISION ST



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	52/73

SEE SHEET 54



SEE SHEET 52



SCALE: 1" = 200'

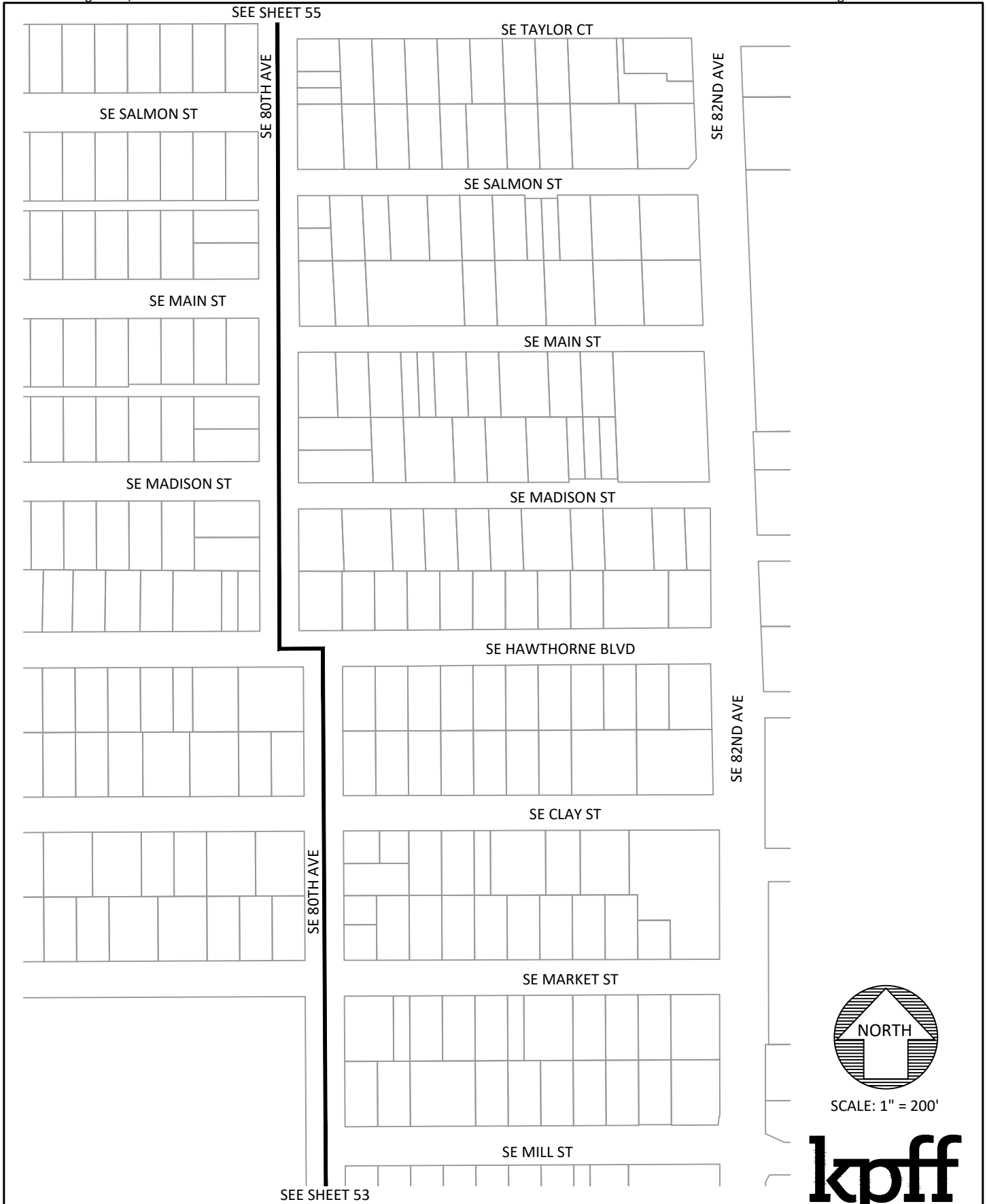


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	53/73



SCALE: 1" = 200'

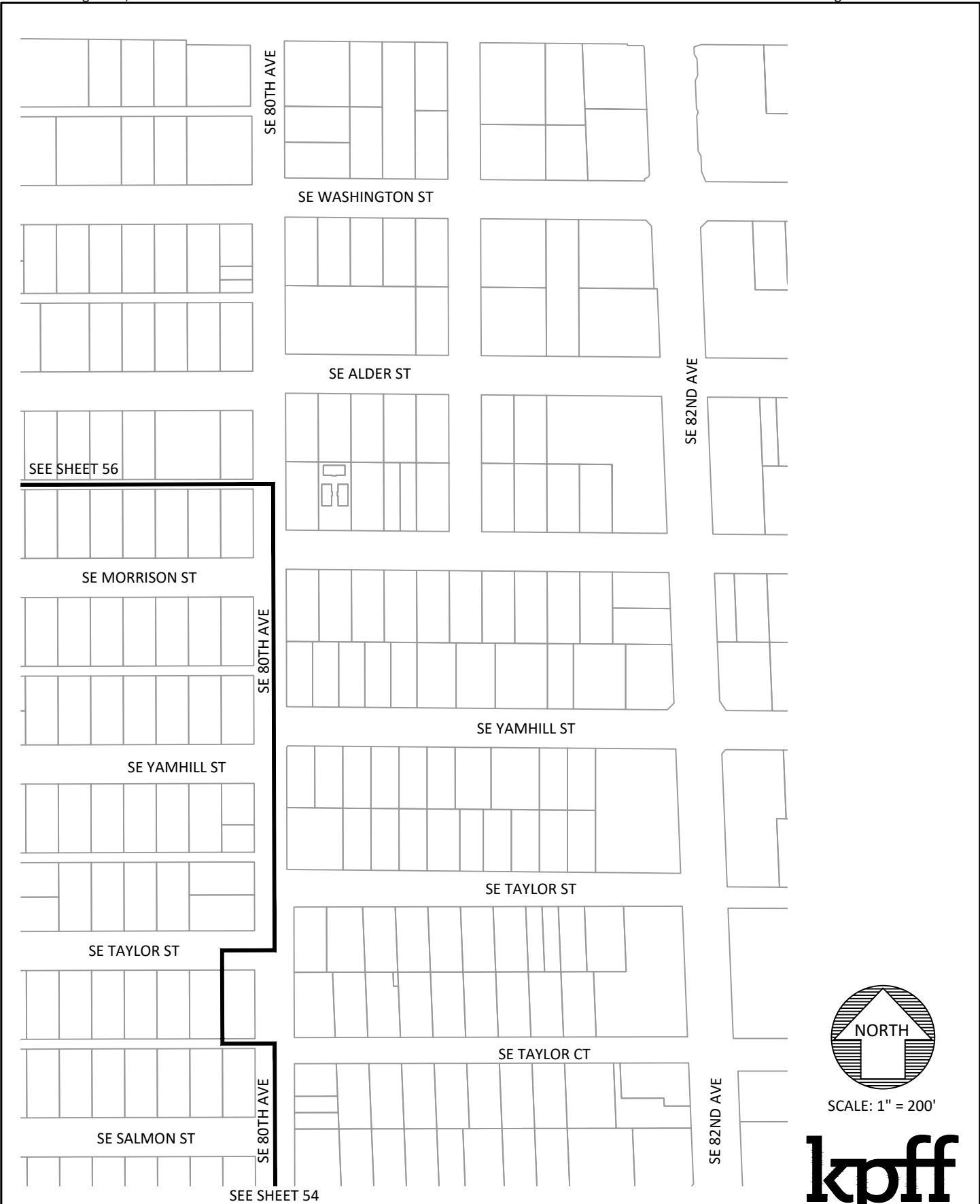


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	54/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	55/73

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



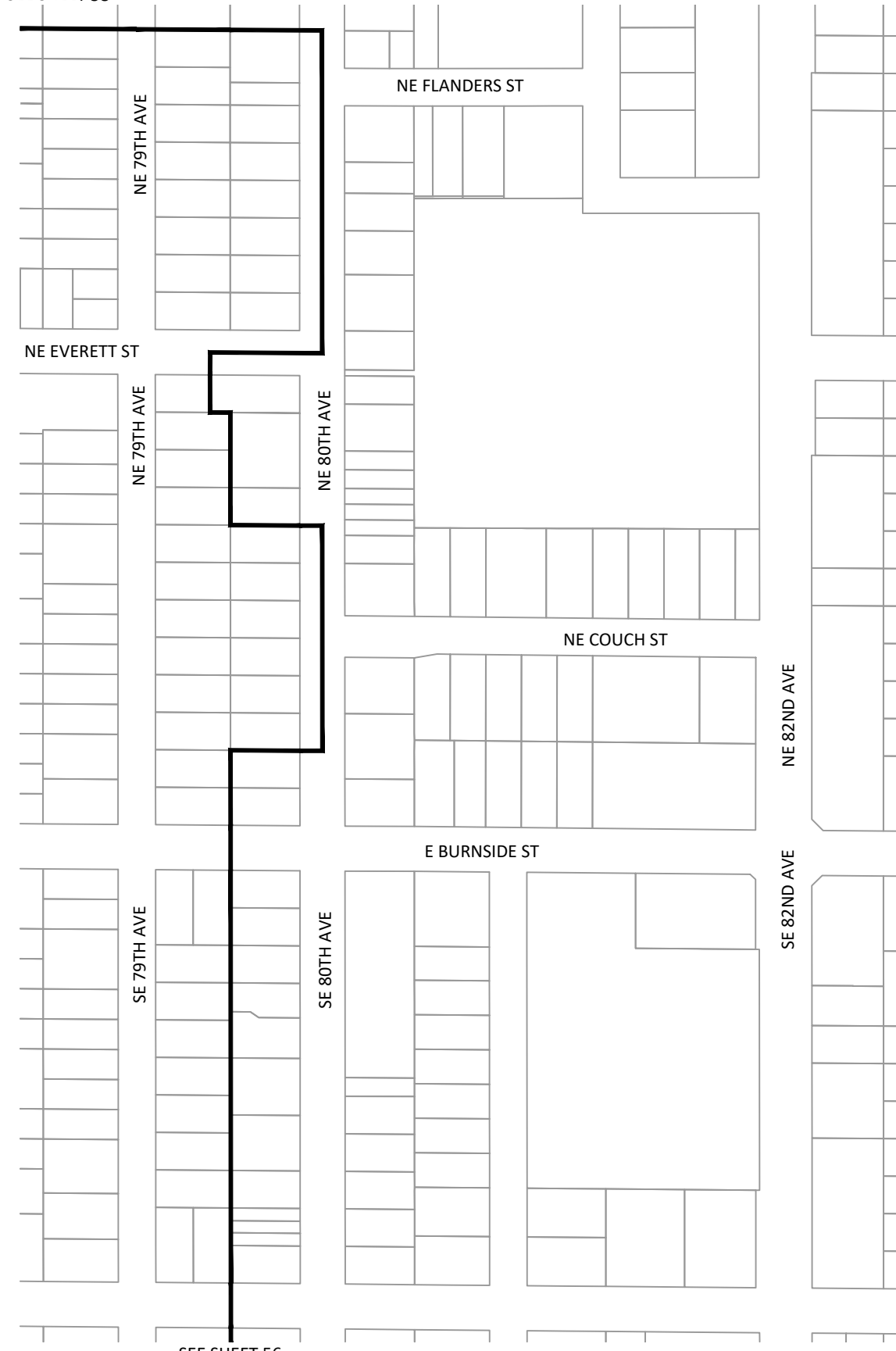
SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	56/73

SEE SHEET 58



SEE SHEET 56



SCALE: 1" = 200'

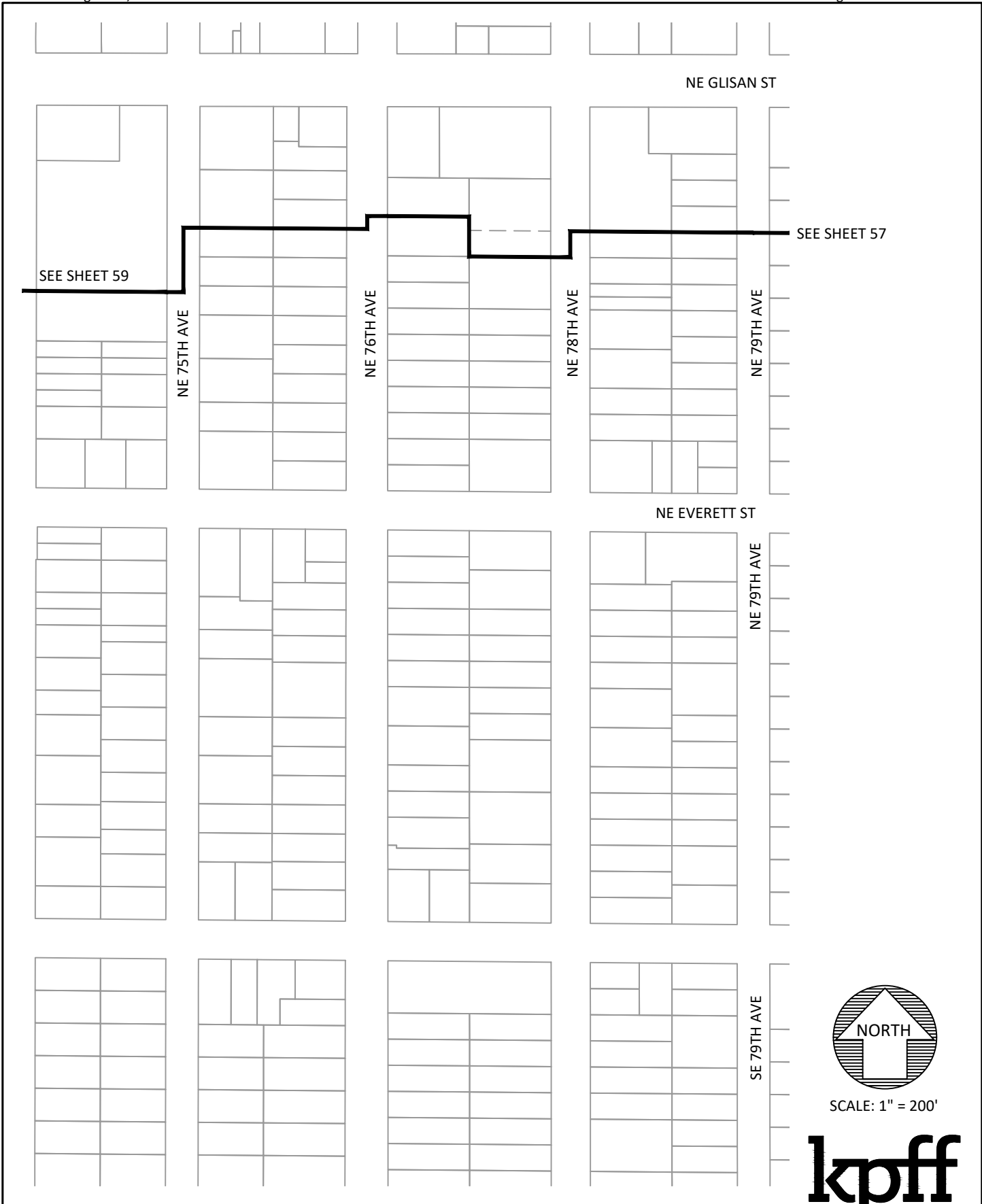


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	57/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	58/73

SEE SHEET 60

NE GLISAN ST

SEE SHEET 58

NE 71ST AVE

NE 72ND AVE

NE 73RD AVE

NE 74TH AVE



SCALE: 1" = 200'

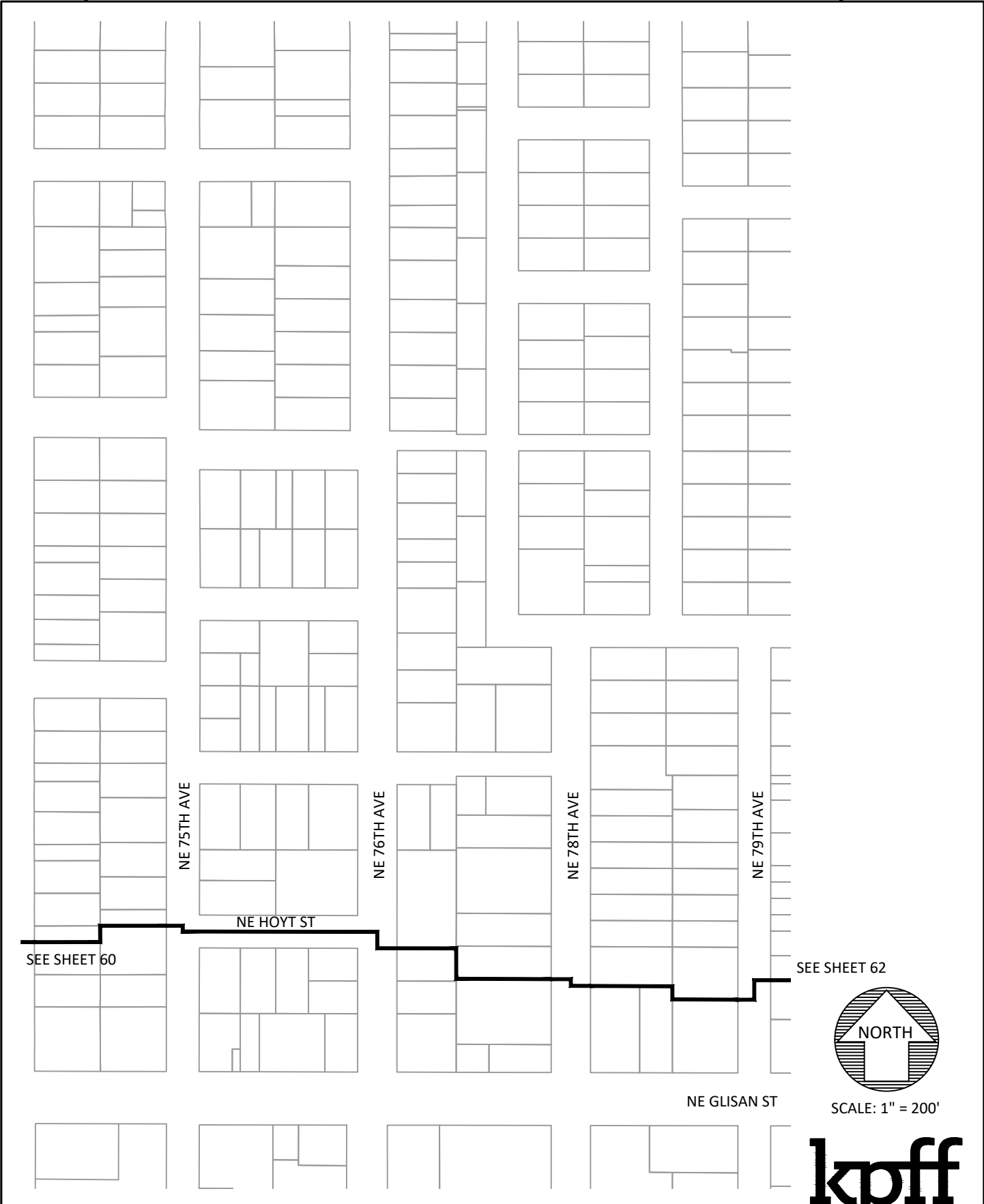
kpff

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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	59/73



SCALE: 1" = 200'

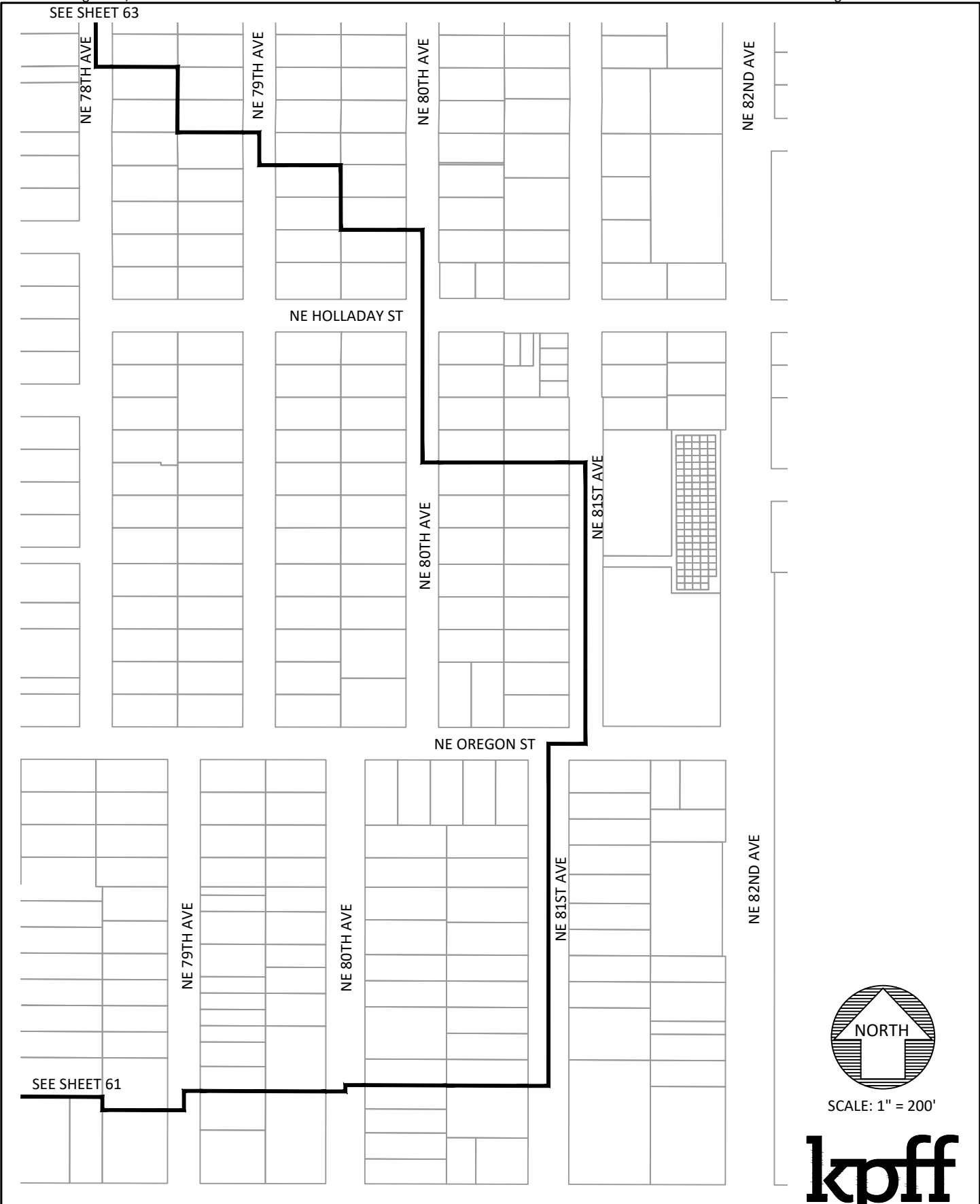


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	61/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	62/73

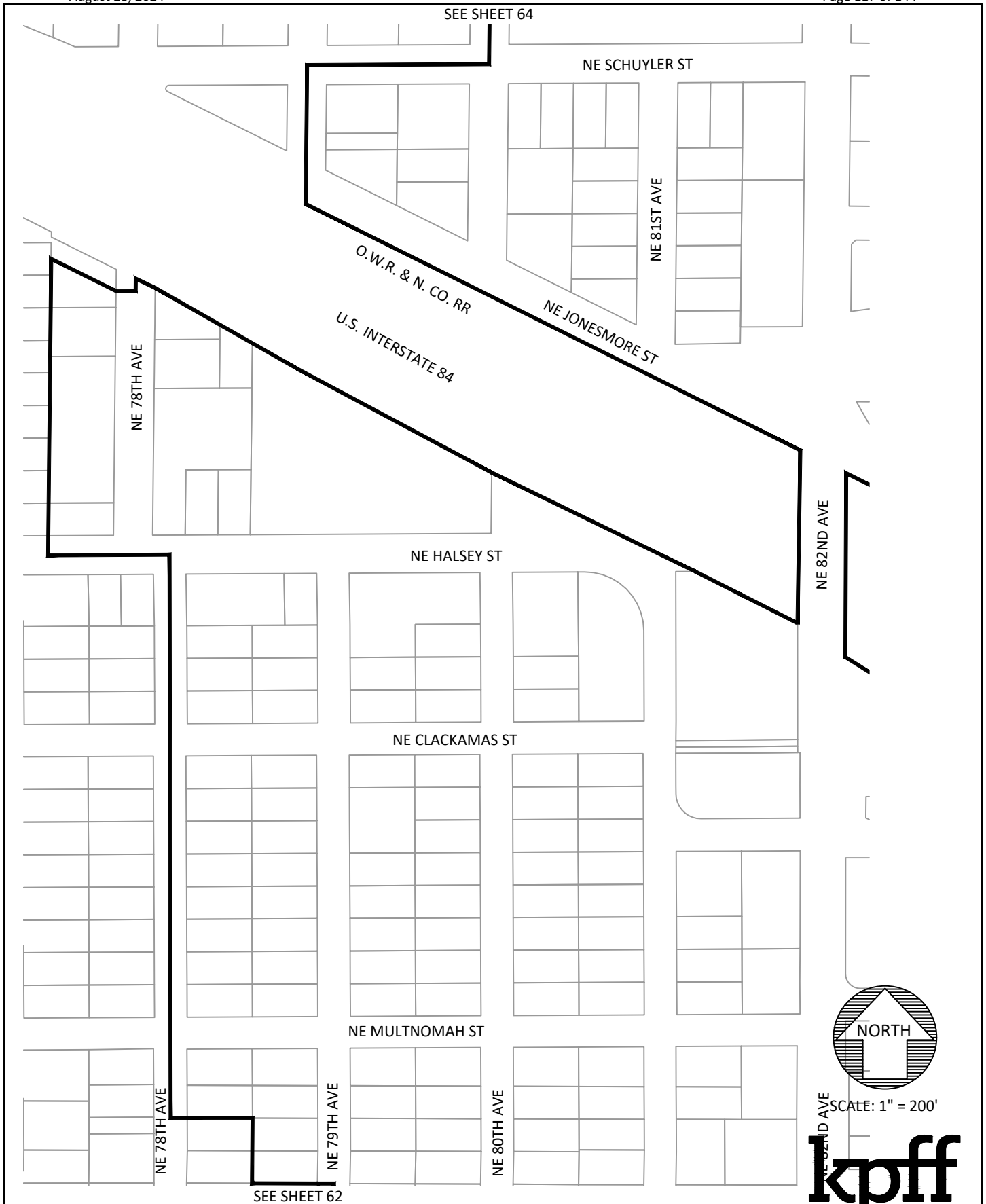
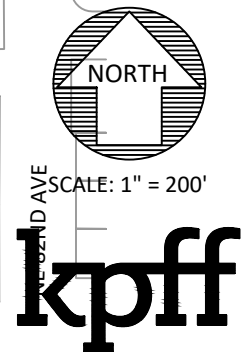


EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	63/73



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



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	64/73

SEE SHEET 66

NE 82ND AVE

SEE SHEET 64

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	65/73



SCALE: 1" = 200'



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

SEE SHEET 2

NE FREMONT ST

NE 80TH AVE

NE 82ND AVE

NE KLICKITAT ST

NE 81ST AVE

SEE SHEET 65



SCALE: 1" = 200'

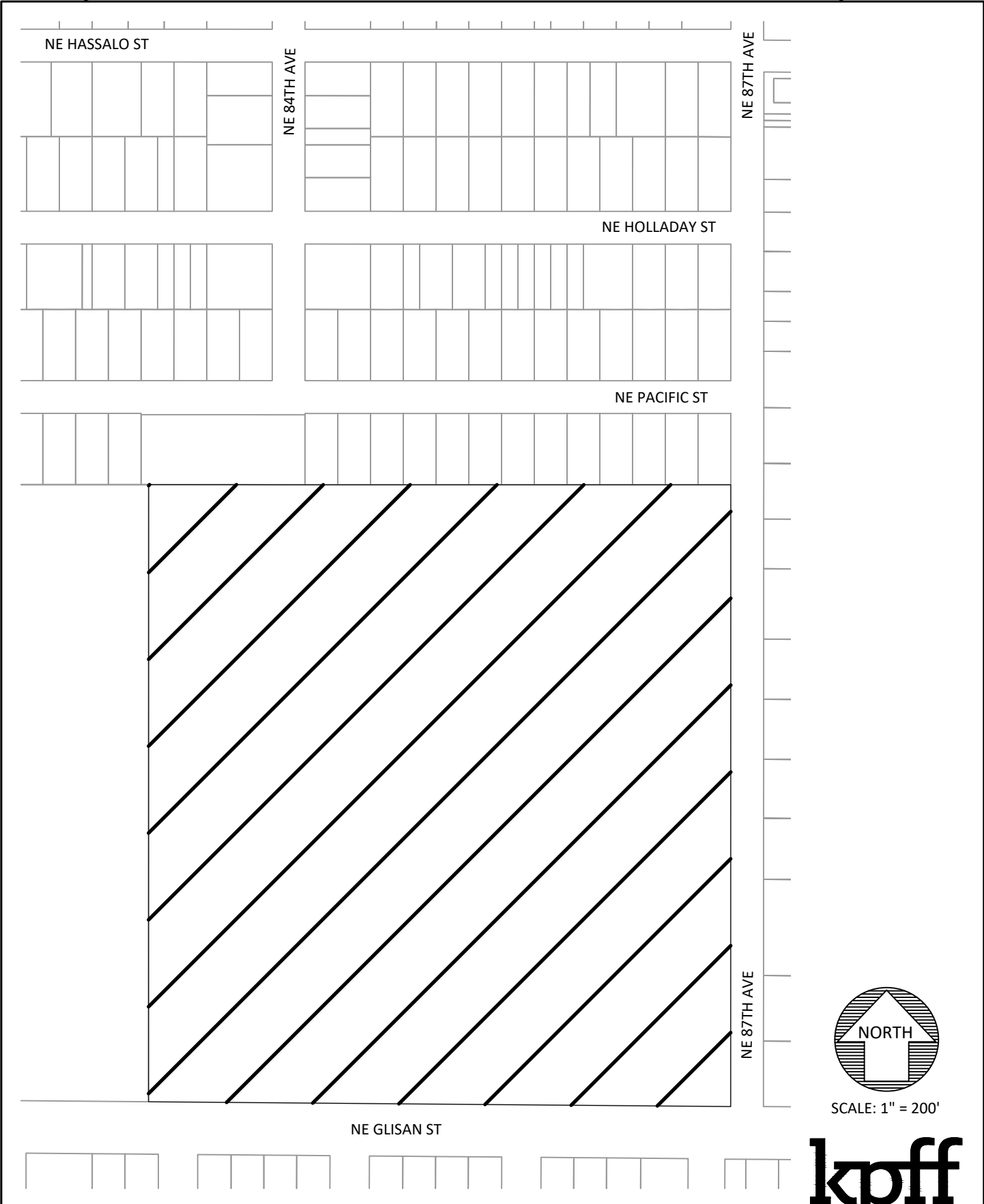


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	66/73



SCALE: 1" = 200'

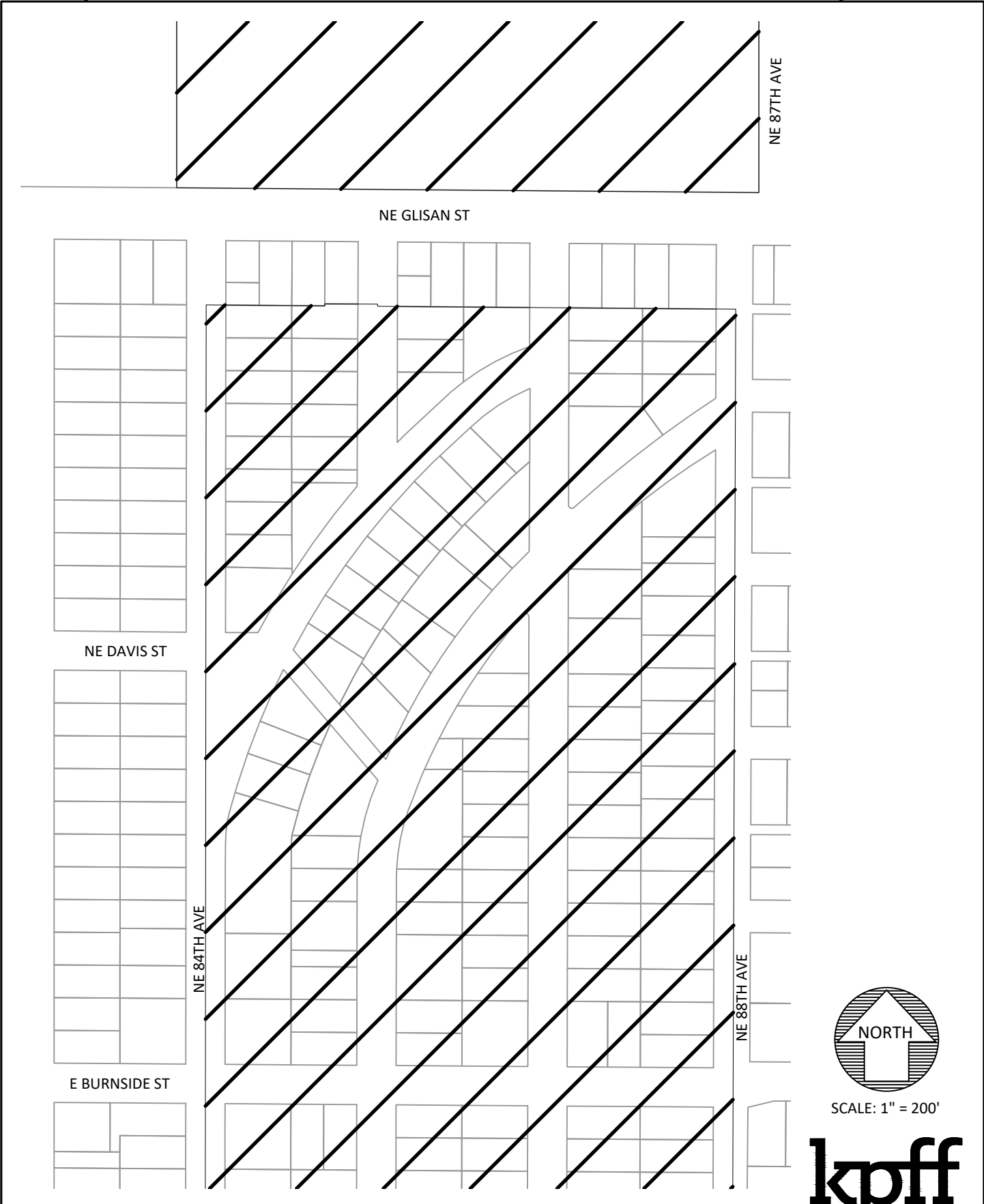


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	67/73

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



SCALE: 1" = 200'

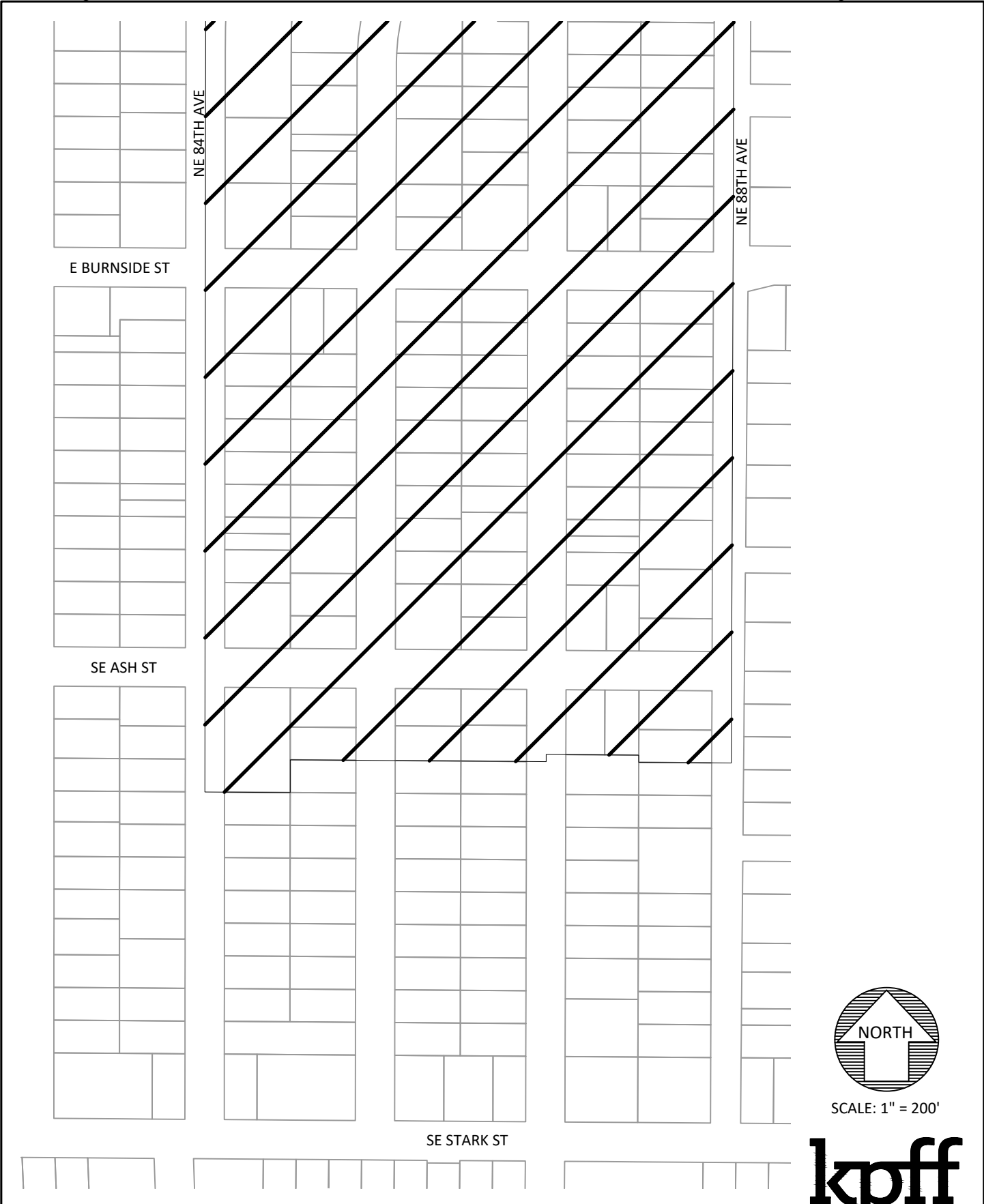


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	68/73



SCALE: 1" = 200'

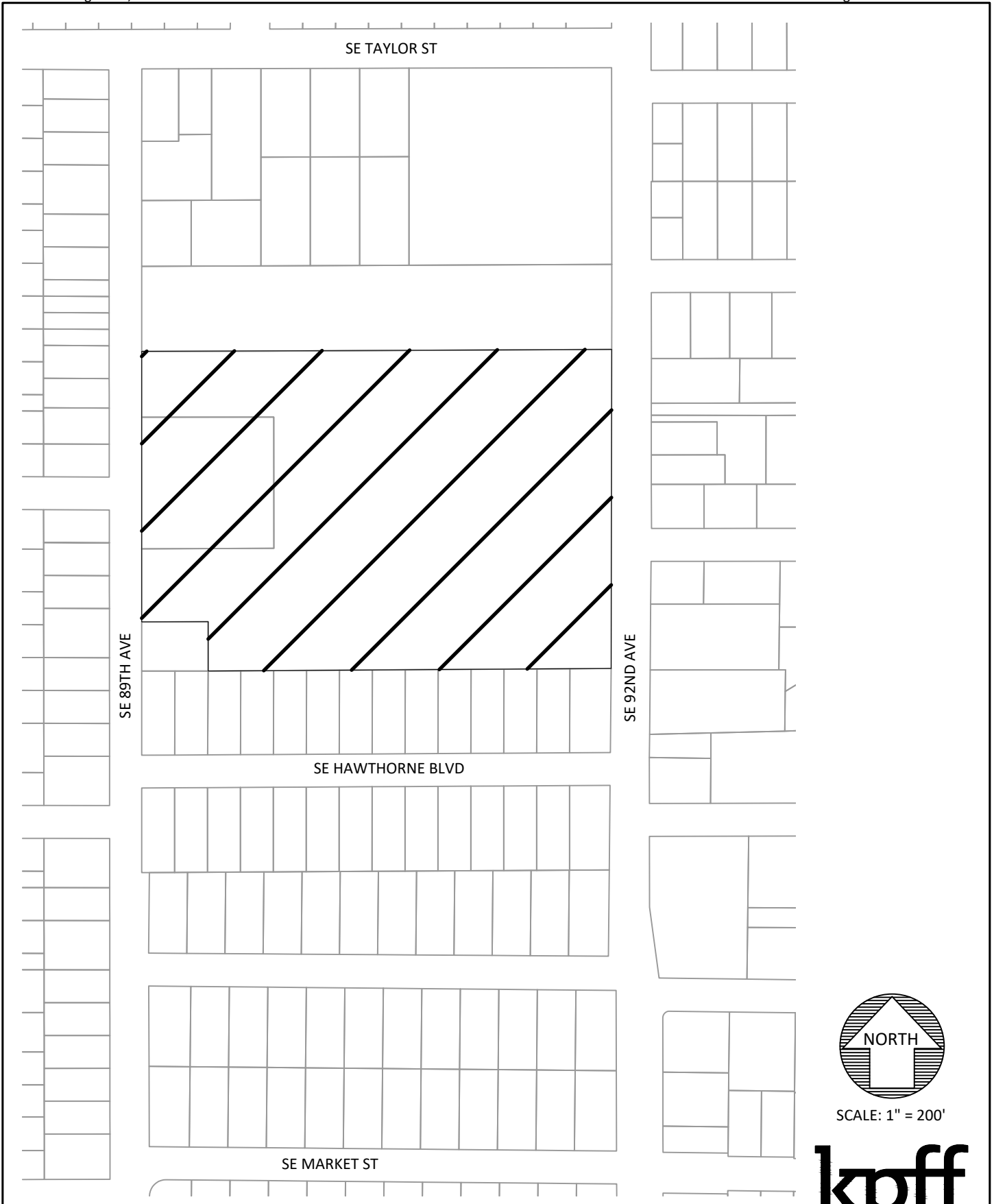


111 SW Fifth Ave., Suite 2400
Portland, OR 97204
O: 503.227.3251
F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	69/73

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



SCALE: 1" = 200'

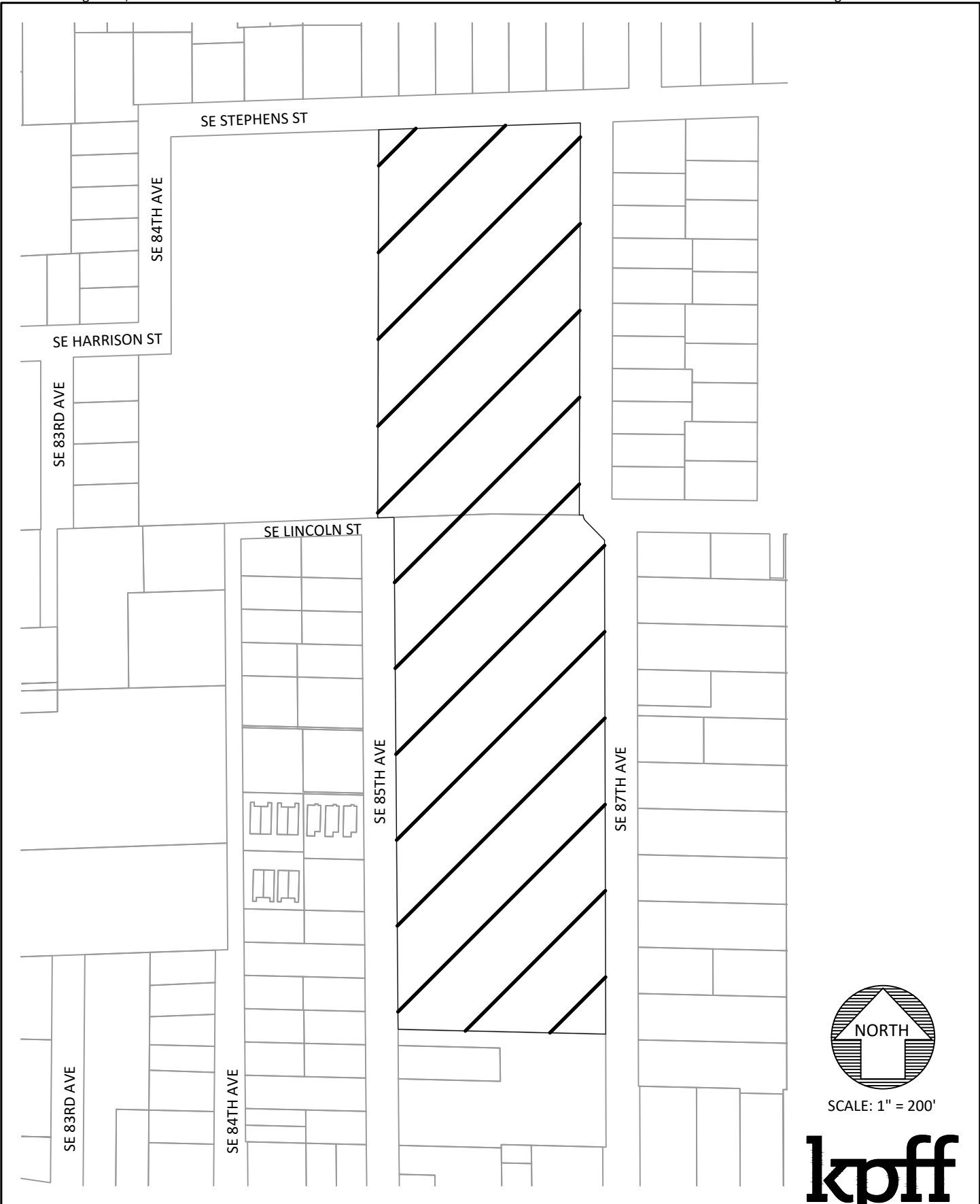


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	70/73

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



SCALE: 1" = 200'

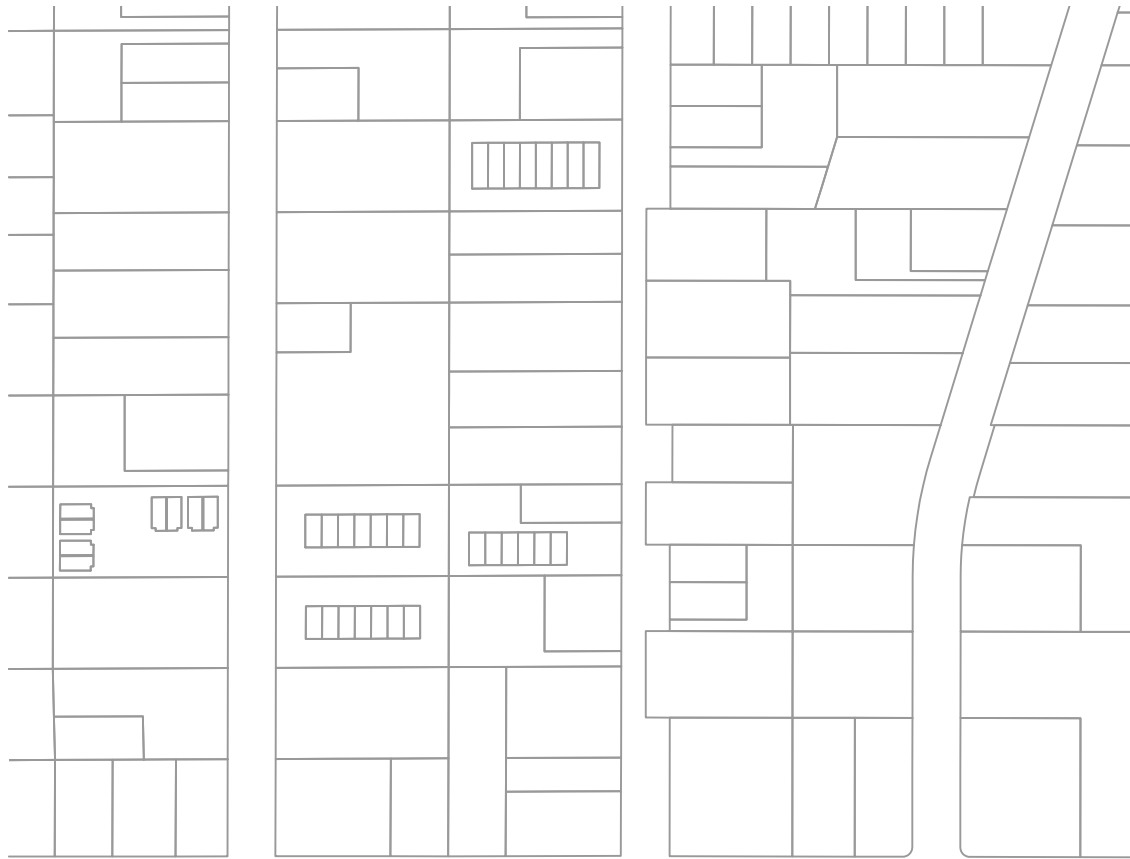


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	71/73



SE POWELL BLVD



SE 86TH AVE

SE 88TH AVE

SE LAFAYETTE ST

SE RHONE ST



SCALE: 1" = 200'

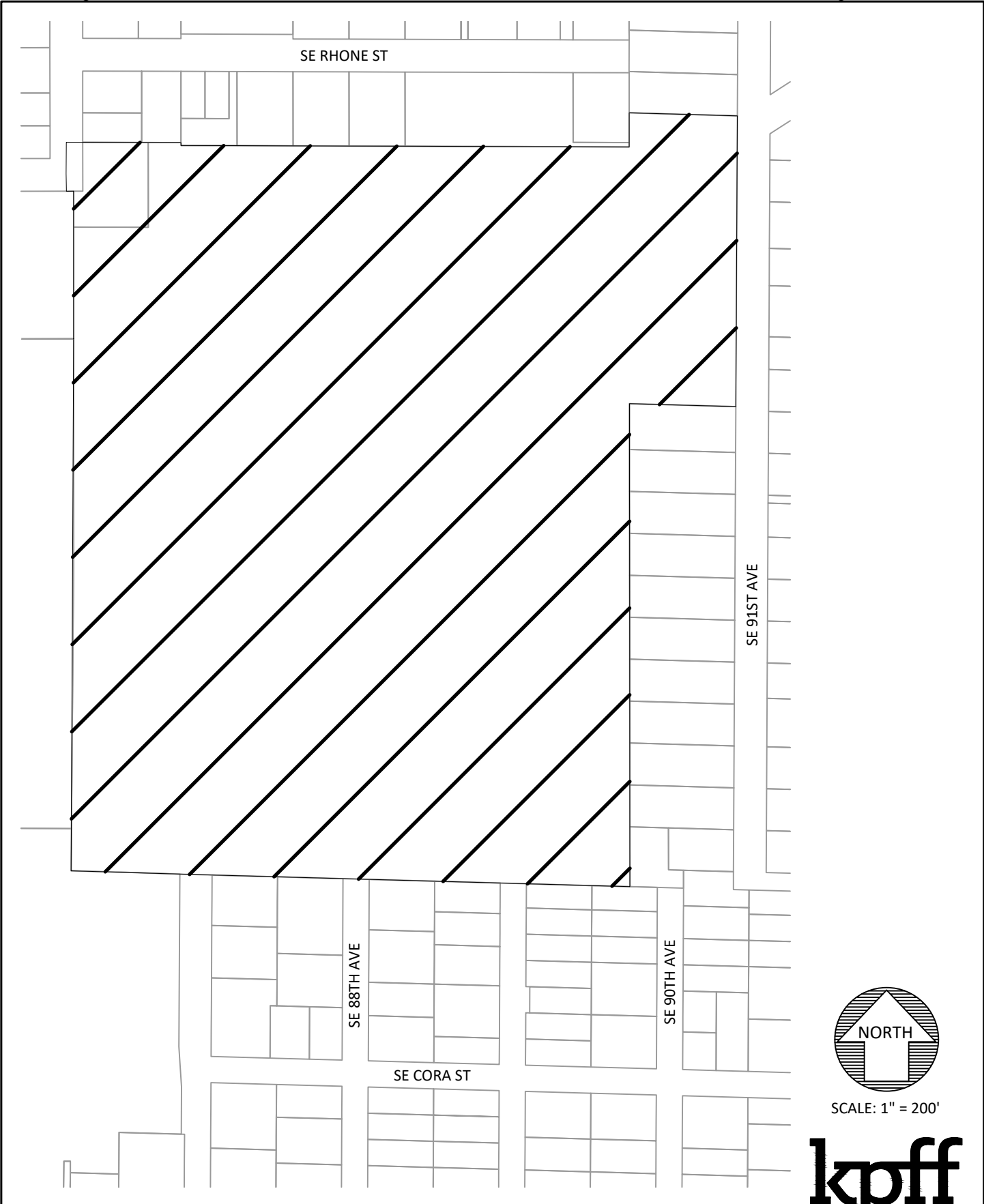


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	72/73



SCALE: 1" = 200'



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

EXHIBIT B MAP - 82ND

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	73/73

Exhibit B: Public Engagement Summary

The community engagement process sought to gather feedback and insight from a robust range of East Portland stakeholders to inform the TIF district boundaries, visions, values, goals, project list, investment priorities, and governance considerations and ensure that the TIF district boundary, plan, and report adequately addressed and prioritized community needs, desires, challenges, and opportunities.

Phase 1: Steering Committee Convening

The engagement process was initiated through the East Portland TIF Exploration Steering Committee and geographically specific Working Groups.

The Steering Committee was comprised of members from public institutions and partners representing affordable housing, economic development, and non-profits. The committee also includes individual community members (e.g., small business owners and residents). These individuals were identified and selected by Commissioner Carmen Rubio’s office:

East Portland TIF Exploration Steering Committee Members	
Commissioner Carmen Rubio	Portland City Council
Helmi Hisserich	Portland Housing Bureau Director
Kimberly Branam	Prosper Portland Executive Director
Jeff Renfro	Multnomah County
Jessica Arzate	Multnomah Education Service District
Andy Miller	Our Just Future
Nick Sauvie	Rose, CDC
ShaToyia Bentley	Ebony Collective
Matina Kauffman	Habitat for Humanity
Moe Farhoud	Property Owner
Kevin Martin	Renter
Sabrina Wilson	Rosewood Initiative
Bill Bruce	Raimore Construction
Tye Gabriel	East Portland Chamber
Duncan Hwang	APANO
Alando Simpson	City of Roses Disposal & Recycling
Jonath Colon	Centro Cultural

Qing Tan	Small Business Owner
Mourad Ratbi	Civic Life Interim Director
Lee Po Cha	Immigrant and Refugee Community Organization (IRCO)
Nuhamin Eiden	Unite Oregon
JR Lilly	Former EPAP Advocate
Annette Mattson	Mount Hood Community College

In addition to holding the broader East Portland-wide conversation on vision and strategy, the Steering Committee was tasked with providing guidance for staff on the overall East Portland TIF exploration process.

This phase of community engagement occurred from August 2023 – August 2024. The topics for these meetings included:

- *Steering Committee Meeting 1:* Goals & Objectives; Role of Steering Committee; Project Background; TIF 101; Project Roles; Process & Timeline
- *Steering Committee Meeting 2:* Refresh Goals & Steering Committee Role; Identifying Areas for Working Group Exploration; Scenarios & Key Considerations; Guidance to Working Groups
- *Steering Committee Meeting 3:* Working Group Materials – Exploration Maps & Acreage; Quantitative Data; Existing Plans & Priorities; Working Group Kick-Off and Roles – Roles Refresh; Steering Committee Volunteers; Open Call Seats & Selection Process
- *Steering Committee Meeting 4:* Working Group Selection Update; Recommendations for Working Groups; Data, Plans & Engagement Context; Working Group Engagement Guidance
- *Steering Committee Meeting 5:* Introduction to Basecamp; Working Group Updates; Implementation Principles Discussion; Introduction to Governance
- *Steering Committee Meeting 6:* Process Check-In; Engagement & Working Group Updates; Governance
- *Steering Committee Meeting 7:* Roles & Responsibilities Refresh, Topics, Timeline; Working Group Updates; Governance Structures – Scope, Scenarios Discussion; Governance Charter Discussion; Scope & Membership Discussion
- *Steering Committee Meeting 8:* Roles, Working Group Updates, Governance Charter Discussion, Committee Scope and Membership
- *Steering Committee Meeting 9:* Community Engagement Update; ECONorthwest TIF Performance Report Presentation; Lessons & Implications for East Portland TIF Exploration & Plan Development
- *Steering Committee Meeting 10:* Plan Document Orientation, Jurisdictional Partner Impacts; Engagement to Date Summary

- *Steering Committee Meeting 11:* Plan Document Orientation, Review Process and Timeline, Engagement Themes by Section, Next Steps
- *Steering Committee Meeting 12:* Draft Plan Summaries; Jurisdiction Partner Impacts; Vote on Alignment of Draft District Plans with City Council Resolution guidance

Feedback from this phase of engagement:

- Exclude from consideration areas with high assessed value
- Need to go south (as far south as Holgate – 82nd & E of 205)
- Balance residential with commercial
- Engage culturally specific organization capacity-building/partnership in addition to the neighborhood associations
- Reduce housing insecurity, displacement, and homelessness
- Develop affordable housing that is beautiful, includes green space, and enhances wellbeing
- Affordable homeownership and rental opportunities
- Increase rates of BIPOC home and business ownership
- Projects and programs that help build generational wealth for BIPOC community members
- Support small businesses and community-serving retail/services
- Priority for economic growth for marginalized populations
- Balance between housing and economic growth
- Equitable development and investment on opportunity sites that increase living wage job opportunities
- Projects that help meet daily needs within community

Phase 2: Working Group Priorities

Geographically focused Working Group members were selected through an open call for applications. Applications were made available in English, Spanish, Chinese, Russian, Somali and Vietnamese. A five-member selection panel was assembled to select Working Group members. Each exploration area panel included the two Steering Committee members who would also serve on their respective Working Group, one Prosper Portland staff member, one PHB staff member, and the East Portland Action Plan (EPAP) Advocate.

The 82nd Avenue Working Group was comprised of 13 community members with deep knowledge and connection to the exploration area including residents, employers, business owners, affordable housing advocates, a realtor, and representatives of neighborhood/business associations, school districts, cultural/community organizations and advocacy groups:

82nd Ave Working Group Members	
Zachary Lauritzen	Oregon Walks
Duncan Hwang	APANO

Nick Sauvie	Rose CDC
Alisa Kajikawa	Jade District/APANO
Dana White	Portland Public Schools
Nancy Chapin	82nd Ave Business Association
Jacob Loeb	Montavilla News
Jamal Dar	AYCO
Sara Fischer	Resident
Valeria McWilliams	Resident
Joshua Pangelinan	Small Business Owner – Bipartisan Cafe
Zonnyo Riger	Dharma Rain Zen Center
Barbara Geyer	Resident

Working Group members were tasked with providing expertise on their community’s needs, desires, challenges, and opportunities. The community engagement strategy, TIF district boundaries, visions, values, goals, project list, priority communities’ definition, investment priorities, and governance considerations were all developed in tandem with the Working Groups and guided by their feedback and input.

The working group met twice a month for two-hour sessions from December 2023 – July 2024 (excluding June with a joint session at the beginning of the month). Additionally, the Steering Committee and Working Groups reconvened in three joint sessions at key milestones during this phase of engagement. The topics for these meetings included:

- *Joint Steering Committee / Working Group Meeting 1:* Context; Steering Committee and Working Groups Roles & Responsibilities; East Portland TIF Exploration Values, Vision, and Goals
- *Working Group Meeting 1:* Background & Context; Vision, Values, and Goals
- *Working Group Meeting 2:* Engagement
- *Working Group Meeting 3:* Boundaries
- *Working Group Meeting 4:* Boundaries
- *Working Group Meeting 5:* Governance Structure
- *Working Group Meeting 6:* Governance Structure
- *Working Group Meeting 7:* Project List
- *Joint Steering Committee / Working Group Meeting 2:* Community Engagement Update; EcoNorthwest TIF Performance Report and Discussion
- *Working Group Meeting 8:* Project List

- *Working Group Meeting 9: Governance*
- *Working Group Meeting 10: Project List – Priorities and Percentages; Priority Communities*
- *Joint Steering Committee / Working Group Meeting 3: Process Update; Plan, Report and Governance Charter Orientation; Financial Impacts on Taxing Jurisdiction Partners; Engagement to Date; Public Comment*
- *Working Group Meeting 11: Review/Discuss Draft Plans, Address Outstanding Issues*
- *Working Group Meeting 12: Review/Discuss Draft Plans, Address Outstanding Issues*
- *Working Group Meeting 13: Decision to Move Forward, Pause or Stop*

Feedback from this phase of engagement:

- Extend district boundaries as far south along 82nd Ave as possible
- Extend district boundaries north to Fremont
- Capture the commercial corridors that extend West off of 82nd Ave (Glisan, Stark, Division, Powell, Woodstock, Flavel)
- Capture areas east to I-205
- Remove areas of higher value single family residential
- Limit extensions to 10 blocks from 82nd Ave
- Limit extension in Rocky Butte, prioritize lower income/property value areas
- Anchor with Jade District Neighborhood Prosperity Network
- Prioritize inclusion of areas for higher density residential investment opportunities for multifamily development, mixed-use development
- Support low-income homeowners, and low-income homeownership programs; family/multigenerational housing production
- Cut out school properties to get under acreage cap
- Cut out some park properties to get under acreage cap, keep as many parks as possible, prioritize parks that need investment
- Allow for TIF funds to support infrastructure tied to feasibility of small-scale projects
- For infrastructure, fund side street connects to commercial areas, schools, and parks
- Support accessibility for all, both physical and cultural
- Allow TIF funds to fund connective multi-modal infrastructure to build on PBOT investment related to the 82nd Avenue jurisdictional transfer
- Fund pedestrian scale lighting
- TIF funds to support capital investments related to houselessness – but avoid spending on congregant shelters as they do not provide good environments for houseless neighbors. Look for alternatives and opportunities to partner with the County.

Phase 3: Community Project Manager Engagement

There was a robust effort to engage the broader community in the TIF exploration process which included hiring a community project manager to facilitate engagement opportunities and be a resource

for the community throughout this process. This phase of engagement occurred between January – July 2024.

The community project manager used several modes of communication to engage the community in the TIF process. A survey was created to capture the communities' TIF understanding, their concerns with using this tool, and what they see as redevelopment priorities for their community. The survey was translated into seven languages in addition to English including Spanish, Chinese, Somali, Arabic, Russian, Vietnamese, and Karen and has received 223 responses to date. A short informational video was also created by the Community Project Manager and the Rosewood Communications team and shared on social media platforms to ensure broad accessibility and has received over 130 views to date.

In-person public engagement was a collaborative effort from the community project manager in partnership with the Rosewood Initiative, Historic Parkrose, and The Jade Districts. Each organization hosted one Community Open House. Information regarding these events was distributed through email lists, organizational newsletters, social media, and word of mouth. The Community Open House presentation was given four times in English and translated into Spanish, Napoli, Rohingya, Cantonese, Vietnamese, and Somali. There were more than 100 registrants and participants.

In addition to in-person open house events, the community project manager was available to meet with community members and organizations on an individual basis upon request. To date, the community project manager held 47 scheduled one-on-one conversations with individuals and community organizations including the President of the National Association of Minority Contractors (NAMC), the Founder of HOLLA Mentors and School, the Executive Director of Imagine Black, and their staff.

The engagement included a quick overview of the TIF process, examples of what TIF has funded in other districts an interactive activity that captured the 'must haves', 'concerns', and questions of the community. A shared concern is the displacement of the community, especially those that have already been displaced in previous TIF districts, but also affordability; the concern around maintaining affordability in a redeveloped neighborhood. This comprehensive approach ensured that diverse community voices were heard and that the TIF process was made transparent and accessible to all community members.

Other district specific themes/highlights from the open houses included:

- Despite being a business-heavy district, residents actively participated to voice their must-haves, concerns, and questions.
- Diverse-income affordable housing was a recurring theme. There is a desire for a multi-purpose recreational facility that can be used across several cultures and communities.
- While not many concerns were raised, the community expressed a strong desire for programs aimed at stabilizing the community.

Phase 4: Prosper Portland and City-Led Engagement

In addition to the work of the community project manager, Prosper Portland staff facilitated a range of engagement activities including events, twice monthly virtual office hours, regular email updates to

interested parties, 1:1 conversations with community members, and briefings to community organizations. This phase of engagement occurred between January – July 2024.

Prosper kicked-off engagement efforts with a community leader luncheon on March 1st, 2024, from noon – 2 pm at the Y. O. U. T. H. Center to initiate relationships with community partners on broader outreach efforts. Community/culturally specific organizations identified by working group members to assist with community outreach were directly invited to attend this event.

Prosper Portland initiated contracts with the following organizations to conduct community outreach regarding East Portland TIF Exploration:

- Ebony Collective
- Oregon Walks
- Black Community of Portland
- Leaders Become Legends
- PDX Saints Love
- Pathfinder Network
- Historic Parkrose
- APANO/Jade District
- Division-Midway Alliance
- Rosewood Initiative
- Affiliated Tribes of Northwest Indians-Economic Development Corporation
- Immigrant and Refugee Community Organization

Prosper additionally hosted two open house events. The first was held on May 6th, 2024, from 6 – 8 pm at Orchards of 82nd and the second open house was held on June 27th, 2024, from 5:30-7:30 PM at Rosewood Initiative. Both featured several activity stations to facilitate conversation and feedback with participants. 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.

The open houses were promoted via social media, newsletter, East Portland TIF webpage, emails to the interested parties list (individuals who signed up for East Portland TIF Exploration updates), and direct communications to various community stakeholders.

Staff held twice monthly virtual office hours to be available to answer questions and discuss project details with community members and sent regular informational emails to interested parties list with more than 250 individuals signed up to receive progress updates. This same email address was available for individuals to comment, ask questions, or share concerns.

Staff created an informational pamphlet for East Portland TIF Exploration to distribute to community. This document was available in the following languages: Spanish, Vietnamese, Chinese, Karen, Somali, Russian, Arabic, Dari/Farsi, Pashto, Swahili, Tigrinya, Oromo, Amharic, Ukrainian, Burmese, and Nepali.

Staff were also available upon request to provide briefings for community organizations. Briefings were provided with the following organizations:

- Pathfinder Network
- Argay Terrace Neighborhood Association
- Sumner Neighborhood Association
- East Portland Action Plan
- Thrive
- East Portland Chamber of Commerce
- SE Uplift
- Venture Portland
- Hazelwood Neighborhood Association
- Powellhurst-Gilbert Neighborhood Association
- Montavilla East Tabor Business Association
- Dads Helping Dads
- League of Women’s Voters
- Parkrose Neighborhood Association

Feedback from this phase of engagement:

- Overarching between districts:
 - Housing for families and aging populations
 - Prioritize anti-displacement and stabilization strategies
 - Support for investment in arts/culture/signage and infrastructure for more walkable and easily navigable neighborhoods
- District Specific:
 - Affordable housing is a priority
 - Support for commercial areas is a priority
 - Include new Brentwood-Darlington Neighborhood Center on Flavel in boundary to support the Lower SE Rising Plan
 - Include Taylor Court Grocery on 80th Ave
 - Capture all multi-dwelling zoning west of I-84 south side of 82nd Ave
 - Small business support needed around 72nd Ave and Woodstock
 - Corridor needs to be safe, accessible and connected, both internally and to areas outside of the corridor

Phase 5: Review & Revision

Information gathered from the Steering Committee, Working Group, and Broader Community Engagement was utilized to draft the TIF district boundaries, plan and report which then went to the working groups to review and revise. Through the month of June 2024, staff wrote a draft TIF plan and

report that was available online for working group members to review, discuss, and edit as necessary. Staff continued to be available as a resource to community members and working group members as needed.

Phase 6: Finalize Recommendations

The working group reconvened in July 2024 to finalize their recommendations for the TIF plan, report and governance charter in order to move forward with the legislative process.

In the 13th and final working group meeting on July 24th, a formal vote was held to determine whether to move forward with the legislative process, request more time for exploration, or stop the process all together. Of ten working group members present, eight voted to proceed, and two voted to request more time. Two working group members that were not present in the meeting were able to cast their “proceed” votes via email; one did not respond to the request for a vote, so their vote was recorded as “abstained or did not vote.”

Exhibit C: Governance Charter

82nd AVENUE AREA TIF DISTRICT Community Governance Charter

Creation and Purpose

The 82nd Avenue Area TIF District Community Leadership Committee (the “Committee”) is hereby created. The Committee’s purpose is to advise Prosper Portland and City staff, the Executive Director of Prosper Portland and the Director of the Portland Housing Bureau (PHB) (collectively, the “Directors”), the Mayor and the City Administrator’s office, the Portland City Council (“City Council”) and the Prosper Portland Board of Commissioners (“Board”) on the implementation of the TIF Plan by providing essential guidance, public recommendations, and oversight of the City of Portland’s and Prosper Portland’s implementation of the TIF Plan. As the Committee will advise City Council and the Board directly on certain decisions, it is a public body pursuant to ORS Chapter 192.

This Charter was created to ensure and institutionalize the representation, elevation and centering of Priority Community needs and voices over the life of the TIF Plan. Priority Communities members include African American and Black persons; Indigenous and Native American persons; persons of color; immigrants and refugees of any legal status; renters; mobile home residents; persons with disabilities; elders and youth; LGBTQIA+; low-income people; houseless people; and other population groups that are systemically vulnerable to exclusion from the 82nd Avenue area due to gentrification and displacement.

The following sections describe the processes and roles that will be followed to develop and present public recommendations to decision-makers about the implementation of the District Plan. Consequences for not following this Charter can be found in Section VI.

I. Roles and Responsibilities

- a. Shared among the Committee, City Staff, Directors, City Council and Prosper Portland Board of Commissioners are commitments to:¹
 - i. Comply with this TIF District Plan
 1. Recommendations and decisions about the implementation of the 82nd Avenue Area TIF District Plan will be guided by the Plan, with particular attention to Section 3 (Values, Vision and Goals) and Section 4 (Plan Implementation).

¹ The term “City,” for purposes of this document, is intended to refer primarily to PHB, a bureau of the City of Portland, and Prosper Portland, the City of Portland’s economic development and urban redevelopment agency, but if context requires otherwise, it may include staff of other City of Portland bureaus who are or become responsible for administering or assisting with this Committee.

2. Recommendations and decisions related to the 82nd Avenue Area TIF District Plan will draw on community engagement that centers the voices and needs of area community members, particularly those representing Priority Communities, as defined in the TIF Plan.
- ii. Respect Partnerships and Adhere to the Co-creation Process
 1. The goal of the co-creation process is to produce recommendations, as outlined in Sections II(a) and II(b), that are supported in their entirety by the Committee, Prosper Portland, and PHB.
 2. Through collaboration, transparent and proactive communication, community engagement, and technical support, the City and the Committee will develop public recommendations.
 3. If full support of both the Committee and the City cannot be reached, recommendations will make clear which areas have joint support. Remaining areas will include both the Committee's and the City's recommendations.
 4. The Committee and the City will jointly present their recommendation(s), including alternate versions of any sections that could not be agreed on, to the relevant decision-maker(s), as identified in Section II.
 5. If for any reason the Committee is not able to provide recommendations, the work of the City to implement the TIF Plan may still proceed, in line with the TIF Plan and any sections of this Charter that are still able to be implemented.
 - b. Community Leadership Committee: Members are responsible for complying with laws and regulations applicable to the Committee as a public body, such as city and state ethics codes, conflict of interest rules, and public meeting and record laws.

The Committee will establish its collective position on recommendations through a vote or other procedure that will be established in the Committee by-laws.

- c. PHB and Prosper Portland: The agencies are responsible for implementing program offerings in line with this TIF Plan and the processes described in this Charter, including financial and competitive land offerings that align with the TIF Plan and Action Plans. Staff will provide research and technical support and engage with the Committee on co-creation, and will coordinate with staff in other City bureaus as needed (e.g., Portland Bureau of Transportation, Bureau of Planning and Sustainability, etc.). Staff are responsible for communicating with the broader 82nd Avenue area community regarding the Bureaus' work.

City Administrator or a designee will support the co-creation process by ensuring adequate staffing, subject to appropriations, and by providing guidance on recommendations and alignment with citywide affordable housing and economic development policies, together with any political opportunities and challenges, as

needed. The City Administrator, or a designee, will consider co-created recommendations and will provide an explanation, in writing, within 30 days to the Committee if their final decision differs from the recommendation.

II. Scope of Work and Processes

a. Implementing the TIF Plan through Action Plans and Program Offerings: This subsection outlines how 82nd Avenue Area TIF funds will generally be programmed and allocated over the life of the District, notwithstanding investments made outside of an Action Plan. Through the co-creation process, as outlined in Section I.a.ii, the steps below will be followed to select and implement investments and programs (“Program Offerings”) from this TIF District Plan. Section 4.2 of the TIF Plan contains the complete list of eligible 82nd Avenue Area TIF District projects. Through the co-creation process, the District Plan’s Values, Vision and Goals (Section 3) and Guiding Principles (Section 4.1) will be applied to guide the following processes:

- i. Action Plans and Action Plan Amendments: Approximately every five years, an Action Plan will be presented to City Council to select the Program Offerings that are expected to be implemented over the subsequent five years.
 1. Through the co-creation process, the Committee and the City Staff will collaborate to create a recommended Action Plan, which will be a public document presented to the City Council.
 2. Portland City Council makes the final decision to adopt and amend Action Plans, after receiving for consideration the recommendation(s) of the Committee and City staff.
 3. This same process will be used to consider amendments to an existing Action Plan.

It is possible for investments to be made outside of an Action Plan’s identified Program Offerings, typically at the direction of City Council, provided that the investment is consistent with the TIF Plan. When these types of investments are made, there is a commitment by the City to bring announcements and information regarding the proposed investment to the Committee at the first possible opportunity to engage in the co-creation process to the extent possible based on the negotiations of the project.

ii. Program Offerings: When a Program Offering has been included in an adopted Action Plan, but before it is moved forward for implementation by Prosper Portland or PHB, its structure and details should be considered to determine how it could be implemented as part of the 82nd Avenue Area TIF District.

1. Through the co-creation process, the Committee and the City will collaborate to create recommended Program Offerings, which will be public documents presented to the relevant decision makers.

- a. Existing programs. The Committee and the City will review the existing program and may elect to make recommendations for adapting or tailoring the program to best fulfill the TIF Plan.
- b. New programs. The Committee and the City will work together to make recommendations about the program’s structure, guidelines, and other elements of program design and implementation.
- c. Funding solicitations. The City will develop drafts in-line with the TIF Plan, Action Plan, and dialogue with the Committee, and then refine them in consultation with the Committee.

The final decision makers for approving Program Offerings will vary depending on the specific offering, but they will consist of one or more of the following: City staff; Bureau director(s); the City Administrator or designee; the Prosper Portland Board of Directors; and/or Portland City Council. Final decisions to move forward with implementation of Program Offerings should happen only after the relevant decision makers have received for consideration the Committee’s and City’s recommendation(s).

- iii. Program Implementation: After Program Offerings are developed and approved as described above, they will be implemented by the City, subject to appropriations and staff capacity.
 1. Subject to City practices and policies, the City will strive to use competitive processes to select for development partners and owners. When screening applicants in response to a competitive process, the City will work with the Committee to select at least two representatives from the Committee to serve on selection advisory committees for projects within the 82nd Avenue Area TIF District, subject to policies and practices regarding conflicts of interest and committee diversity. The selection process for development partners, owners and projects will incorporate the values, goals and Priority Communities of this plan.
- b. TIF Plan Amendments: The Committee and City may propose both substantial and minor amendments to the 82nd Avenue Area TIF Plan. If and when an amendment is proposed, the co-creation process will be used to make recommendations about those amendments.
 - i. The adoption processes for amendments to the 82nd Avenue Area TIF Plan are outlined in Section 5.2 of the Plan. For substantial amendments, the Committee will have the opportunity to provide guidance for the community engagement aspects of the adoption process.

III. Committee Membership, Appointments, Removals and Terms

- a. Membership

- i. The Committee will consist of thirteen (13) positions and will not convene if fewer than seven (7) positions are filled.
- ii. All Committee members must either live, work, worship, have children enrolled in school, or have been displaced from within the 82nd Avenue Area TIF District boundaries.
- iii. All committee members will represent the interests of community members vulnerable to displacement within the 82nd Avenue TIF District boundaries, rather than their own personal or organizational interests.
- iv. The Committee’s composition should reflect the socio-economic, gender, racial, ethnic, cultural, and geographic diversity of the 82nd Avenue Area TIF District community, and specific effort should be made to attract and retain Priority Community members, such as financial support, targeted engagement, interpretation and translation.
- v. Committee members should have a range of experience and knowledge to inform implementation of the TIF Plan, drawing from life experiences, community connections and leadership, education, and professional experience.

b. Appointments

i. Creating the inaugural committee:

1. The City will announce an opportunity for community members to apply for membership on the Committee, in alignment with the City’s Advisory Body Program rules.
2. The Board will nominate, or delegate to the Executive Director of Prosper Portland the ability to nominate, seven (7) Committee members for initial 3-year terms. The City Administrator’s office will nominate six (6) Committee members for initial 2-year terms. City Council will confirm Committee members.

ii. Filling vacancies:

1. Once the Committee is established and initial members appointed and confirmed, the Committee, Prosper Portland and the City will collaborate through co-creation to identify nominees to fill any vacancies. City Council will confirm new Committee members.
2. The Committee should develop additional procedures to involve community members and groups in the process of nominating Committee members.

c. Removals

The Committee will develop bylaw procedures that involve community members and groups in the process of removing Committee members

d. Terms

- i. Seven (7) initial members will be appointed for 3-year terms. Six (6) initial members will be appointed for 2-year terms. The length of terms for members after the initial members will be defined in the by-laws.
- ii. Each member’s term will start upon the City Council’s confirmation.
- iii. Committee members can be reappointed, and a Committee member may continue to serve until their replacement is confirmed, unless they were removed from the Committee through the process described in the by-laws.

IV. Resourcing

- a. Financial support for CLC members will be structured into the budget on an ongoing basis. Honoraria will be offered consistently via an accessible and transparent process and compensation is commensurate with market rates.
- b. Committee members are not expected to hold the community engagement work that is necessary for successful implementation of Action Plans. CLC members are encouraged to support the identification of communities where additional engagement work may be needed and other guidance, but the responsibility for conducting the engagement remains with Prosper Portland, PHB and other City staff.

V. Staffing

All staffing commitments are subject to appropriations.

- a. Prosper Portland and/or PHB will provide staffing for the administration and logistics of Committee meetings (regular and special meetings as necessary) as described in the by-laws.
- b. Bureaus will dedicate appropriate program and subject area staff to fully participate in the governance processes defined in this Charter, as needed.
- c. Additional staff dedicated to supporting the Committee and its members and engaging the 82nd Avenue community in the processes defined in this Charter, may be employed by the City or funded by the City but housed in an external, community-based organization.

VI. Operating Procedures

- a. Up to and including the creation of the first Action Plan, the Committee will plan to meet at least monthly. After the initial Action Plan is adopted by City Council, the Committee will plan to meet at least once every 3 months on a regular date established by the Committee and the City. Additional meetings may also be scheduled as determined by

the Committee Co-Chairs and the City. The Committee Co-Chairs, in partnership with City staff, will develop meeting agendas in consultation with other Committee members.

- b. One-half of the total number of Committee positions (thirteen), plus one person, will constitute a quorum (seven) of the Committee.
- c. The Committee will elect two Co-Chairs.
- d. The Committee may at any time establish standing or temporary subcommittees of at least three (3) Committee members to address specific issues. Subcommittee members are responsible for complying with laws and regulations applicable to the Subcommittee as a public body.
- e. The Committee shall adopt, and may subsequently amend or update, by-laws to govern its procedures, which must not conflict with any portion of this Charter, and which are subject to the prior review and approval of the Mayor, with approval as to legal sufficiency by the City Attorney.
 - i. The Office of Civic Life provides a standardized by-laws template that includes, among other things, specifications concerning selection and tenure of subcommittee chairs, division of responsibilities, attendance policies, meeting schedules, as well as communications between the Committee and the City, the media, and the general public.

VII. Accountability

- a. If the Committee determines that City staff is not working in co-creation or in alignment with the 82nd Avenue Area TIF Plan Vision, Values, and Goals, it has the responsibility to elevate this concern to the Directors for resolution. If the Committee determines the Directors are not working in co-creation, the Committee may elevate this concern to the Mayor.
- b. If the City determines the Committee is not working in co-creation or in alignment with the 82nd Avenue Area TIF Plan Vision, Values, and Goals, the Executive Directors of PHB and Prosper Portland have the responsibility to elevate this concern to the Committee co-chairs. If the Executive Directors determine the co-chairs are not working in co-creation, they have the responsibility to elevate this concern to the Mayor.
- c. Each year, the Committee should prepare and submit to the Council a report summarizing the Committee's perspective, concerns, and recommendations on the co-creation process and implementation of the 82nd Avenue Area TIF District during the previous year, providing its assessment of how the co-creation framework is working, how it could be improved or strengthened, and if the TIF District should be terminated. The Committee may receive assistance from and provide guidance to non-City support staff in preparation of the report. The Committee should present its report to the Council in a regular meeting or work session.
- d. Prosper Portland, Portland Housing Bureau, and other City bureaus or partners will work to implement the Action Plans in good faith and staff will report to the Community

Leadership Committee annually on the spend-down of the status of TIF investments, with a shared goal of placing maximum direct investment of TIF resources in the community (relative to administrative overhead) and maximizing benefit to the 82nd Avenue Area community.

VIII. Amendments to this Charter

- a. A charter review process will occur when:
 - i. The Committee or the City determines a review is needed, as described in the by-laws; or
 - ii. The City charter, local statutes, or statewide statutes relevant to this Charter change.
- b. Revisions will be drafted in co-creation and enacted if agreed to by the Committee and the Directors.

82nd Ave Area Tax Increment Finance District Report

August 28, 2024 DRAFT

TABLE OF CONTENTS

INTRODUCTION.....	2
SECTION 1 – PROPOSED TIF DISTRICT AREA REPORT.....	2
Section 1.1 –Area Selected for the TIF District.....	2
Section 1.2 Investment Need.....	5
Section 1.3 – Existing Conditions	8
SECTION 2 – PROPOSED PROJECTS REPORT	9
Section 2.1 Proposed Projects and Impacts	9
Section 2.2 – Cost and Completion Dates	14
SECTION 3 – FINANCIAL REPORT	16
Section 3.1 - Maximum Indebtedness and Debt Retirement.....	16
Section 3.2 – Financial Analysis.....	16
Section 3.3 – Fiscal Impact Statement	23
Section 3.4 – Assessed Value and Acreage Analysis	29
SECTION 4 – RELOCATION REPORT	31
Attachment A. Existing Conditions	32

INTRODUCTION

Oregon Revised Statutes (ORS) 457.087 requires the development of a Tax Increment Financing (TIF) District Report to accompany a proposed TIF Plan.¹ This report satisfies that requirement, providing technical information on existing conditions, proposed projects and financial analyses in support of the community co-created 82nd Avenue Area TIF District Plan.

Section 1 addresses how and why the TIF District area was selected for inclusion in the Plan boundary and Section 2 provides additional detail on Proposed Projects and Financial Impacts over the life of the District. Section 3 provides a detailed Financial Analysis of the Plan and Section 4 addresses requirements around a Relocation Report. Select existing condition data points are referenced and relied upon in the body of this Report, Attachment A provides a detailed breakdown of existing conditions for future reference and transparency.

SECTION 1 – PROPOSED TIF DISTRICT AREA REPORT

Section 1.1 –Area Selected for the TIF District

Defining the TIF District boundary provides the ability to fund projects necessary to improve existing conditions for the community and address identified investment needs within specific areas. This section identifies the areas recommended for the 82nd Ave Area TIF District and discusses the reasons for their inclusion. These areas were selected due to physical, social, and economic conditions as described in Attachment A and their direct relationship to the investment needs detailed in Section 1.2.

The creation of a TIF District along 82nd Avenue presents a unique opportunity to leverage the recent jurisdictional transfer of the corridor from the Oregon Department of Transportation to the City of Portland in 2022. Establishing a dedicated TIF District for 82nd Avenue will ensure that the entire length of the corridor receives the attention and housing and economic development resources required to stabilize and support the local community while stimulating growth and making community-based investments that complement the City and region’s larger scale infrastructure project. As part of the TIF Exploration process, the 82nd Avenue Working Group developed "principles of inclusion" to guide boundaries and elevate areas in need of affordable housing and commercial development:

- *Focus on nodes rather than a continuous strip of development; support less car-centric 20-minute micro-communities*
- *Capture commercial mixed-use zoning, employment, and higher density residential on entire 82nd Avenue corridor*
- *Include western “fingers” on neighborhood corridors and greenways for approximately 10 blocks, to meaningfully support 82nd Avenue nodes and communities*
- *Prioritize higher-density residential near the corridor but include some surrounding single-family areas for ownership programs*
- *Remove school properties, except for Portland Community College, acknowledging ability to invest in K-12 is limited*

¹ As used in this Report and the accompanying Plan, the term “TIF plan” has the same meaning as the term “urban renewal plan” as defined in ORS 457.010, and the term “TIF district” means the “urban renewal area(s)” (as defined in ORS 457.010) included within the TIF plan.

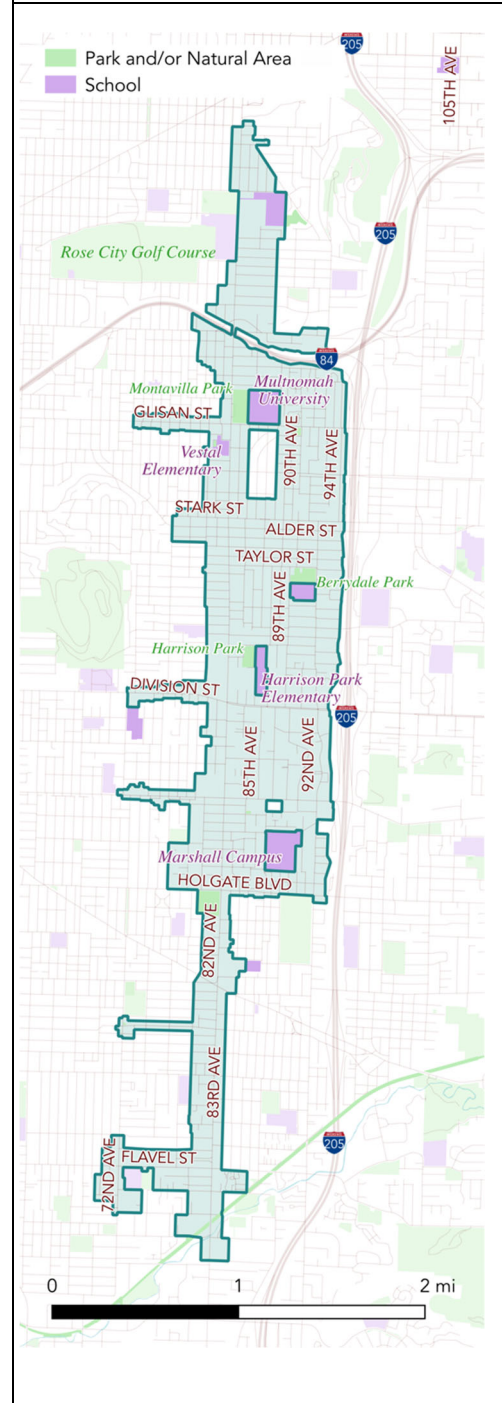
- Include parks properties to support an inclusive, diverse and cohesive community
- Exclude areas of higher value single-family residential near Rocky Butte²

The final TIF District boundary encompasses much of the urban corridor for 82nd Avenue running through NE and SE Portland. Figure A shows the areas included within the boundaries of the TIF District.

Rationale for the TIF District Boundary

- **Concentration of vacant and underutilized properties:** The commercial corridors in the recommended areas include a mix of vacant properties and active sites that are underutilized, which could be positioned for targeted equitable redevelopment. Parcel assembly may be required, given small lots in the area. [ORS 457.010(a)(b)(c)(h)]
- **Alignment with planned infrastructure and transportation investments:** This boundary aligns with Building a Better 82nd Avenue, which is crucial for maximizing the impact of transportation investments, continuing community engagement, and ensuring comprehensive, sustainable development that mitigates existing harms to the community, including heat islands, brownfields, road safety issues, and local flooding. TIF Projects can help to advance community goals for equitable development of housing and commercial projects. [ORS 457.010 (e)(f)]
- **Alignment with multi-dwelling zoning:** The boundary aligns with areas of multi-dwelling zoning to support the development of housing that meets the community's needs, especially affordable housing and family-sized units. This approach ensures that housing investments are made where they are most needed, enhancing the livability of the corridor. Including manufactured home parks supports the goal of providing stable, affordable housing options and preventing displacement. [ORS 457.010(a)(b)(h)]

Figure A. 82nd Ave Area TIF District Boundary



² Presentation at TIF Exploration Working Group – March 6, 2024.pdf
82nd Avenue Area TIF District Report 2024 DRAFT

- **Obsolete buildings unfit for neighborhood-serving uses:** A concentration of auto-oriented uses within this boundary has created commercial building stock that does not match the needs for the growing share of small businesses in an area that is increasingly racially and ethnically diverse and a destination for immigrant-serving businesses. Investments that transition the built environment to better meet the needs of neighborhood-serving commercial uses will help stabilize local businesses and advance employment and entrepreneurship goals for the community. *[ORS 457.010(a)(b)(h)]*

NE Siskiyou to E Burnside

The area features auto-oriented parcels, some with vacant buildings and large parking lots, especially south of NE Siskiyou and north of Interstate 84. These areas have a mix of active and vacant properties, which could be positioned for targeted equitable redevelopment. Parcel assembly may be required due to the presence of small lots. Additionally, there is a large former landfill in this area. *[ORS 457.010(a)(g)]*

The area near McDaniel High School presents an opportunity to mitigate livability and safety issues for students and residents through targeted investments in small businesses, recreational facilities, and other community resources. Community members have expressed a desire to see more vibrancy in this area, with the hope that it would reduce some of the illegal and/or vice activity seen here. In addition, the University of Western States is located at between NE Tillamook and NE Schuyler Streets.

The NE Glisan commercial corridor serves many diverse customers with unique cultural goods and services, but it has older buildings that may have antiquated systems and deferred maintenance. This area could also benefit from district branding. Including this corridor in the district allows for more cohesive commercial nodes where there is already business activity. *[ORS 457.010(a)(b)]*

E Burnside to SE Powell

The Montavilla commercial strip on SE Stark is a key destination in the TIF District for local residents and visitors. Including this area in the TIF boundary can help the area continue to serve as a catalyst for further economic growth through commercial development and housing projects. This area includes significant educational institutions like the chiropractic college and Portland Community College, as well as large property owners and tenants. Including these partners aims to leverage these institutions' presence for broader community benefits. Portland Community College's Southeast Campus is located just north of SE Division Street which serves as an important community asset to support businesses along both the 82nd Avenue and SE Division corridors. *[ORS 457.010(a)]*

The Montavilla Community Center needs repair to serve the community at the Portland Parks and Recreation. *[ORS 457.010(b)]*

The Jade District, which includes 82nd Avenue between SE Harrison Street and SE Franklin Street, and SE Division Street to SE 93rd Avenue, includes a concentration of Asian grocery stores, restaurants, services and retail businesses – including Fubonn Shopping Center – that serve both local and regional markets, making it a key destination for culturally-specific goods and services. Inclusion of this area enables activation of existing spaces and intensifying of commercial uses to support employment and entrepreneurship. Community feedback emphasized protecting small businesses along the 82nd Avenue

corridor, an important destination for immigrant-serving businesses. Residents support investment in Jade District branding and concentrating small businesses along the corridor. Including culturally specific community organizations such as Asian Pacific American Network of Oregon (APANO) and African Youth & Community Organization (AYCO) in the TIF District ensures inclusive development that benefits diverse community members. Including Division Street in the corridor helps to strengthen the Jade District as a commercial business district. *[ORS 457.010(h)]*

SE Powell to SE Foster

This area features large-scale retail including the Eastport Shopping Center and major Asian grocery stores. While part of the 82nd Avenue TIF Boundary falls within the boundaries of the Lents TIF District, the focus of resources in that plan was on the town center and Foster Road, leaving 82nd Avenue without much-needed investment to advance the broader area vision. *[ORS 457.010(a)]*

This area is one of the only areas in the corridor that does not meet the Portland Parks' Bureau's level of service goal of providing a park within a half-mile of every home. The current Marshall Campus, at SE 86th Avenue and SE Rhone Street, could provide additional community amenities when it can be permanently reactivated. Investment in community services and open spaces is a priority to improve the overall quality of life. This includes creating residential open spaces, enhancing recreational facilities, and ensuring better and safer connections to neighborhood destinations. *[ORS 457.010(a)(e)(g)]*

TIF Projects can also leverage the Oregon Department of Transportation's Powell Boulevard improvements from Interstate 205 to SE 174th Avenue.

SE Foster to SE Flavel

The southernmost area of the TIF District has been identified through extensive community engagement as having significant potential for development and need for stabilization. However, it remains under-resourced and historically neglected. Auto-oriented areas with vacant buildings and large parking lots are prevalent, particularly south of SE Woodstock Boulevard.

These areas exhibit a mix of active and vacant properties and could greatly benefit from targeted investments to revitalize existing spaces, attract new businesses, and enhance community infrastructure. The Lower SE Rising Plan has designated a new Brentwood-Darlington Neighborhood Center that roughly encompasses the area between SE 72 Avenue and SE 82nd Avenue along SE Flavel Street, to focus investment in developing a new hub for commercial and community services and housing opportunity. *[ORS 457.010(a)]*

The area also features several naturally occurring affordable housing projects and manufactured home parks which could be preserved and stabilized for long-term affordable housing. *[ORS 457.010(h)]*

Section 1.2 Investment Need

This section presents the required findings to legally support the designation of the TIF District. The findings address the factors specified in the definition of "blighted areas" under ORS 457.010(1), which describes a blighted area as any region "detrimental to the safety, health, or welfare of the community"

due to conditions such as “deterioration, faulty planning, inadequate or improper facilities, deleterious land use, or the existence of unsafe structures, or any combination of these factors.”

This section presents the required findings to legally support the designation of the TIF District. The findings for needed investments are linked to the existing conditions detailed in Attachment A and identify one or more of the statutory conditions listed in ORS 457.010(1)(a) through (j). The 82nd Ave Area TIF District meets the requirements as specified in ORS 457.010, as summarized in Table A. It is within the assessed value and size limitations imposed by ORS 457.420.

Table A. Relationship of 82nd Ave Area Investment Needs Findings to Existing Conditions

ORS 457.010 CONDITIONS	HOW THE 82 ND AVE AREA TIF DISTRICT MEETS THESE CONDITIONS
<p>(i.) The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, that are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions:</p> <p>A. Defective design and quality of physical construction</p> <p>B. Faulty interior arrangement and exterior spacing;</p> <p>C. Overcrowding and a high density of population;</p> <p>D. Inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities; or</p> <p>E. Obsolescence, deterioration, dilapidation, mixed character or shifting of uses;</p>	<ul style="list-style-type: none"> • Concentration of Older Buildings with Antiquated Systems and Deferred Maintenance (A): Many of the buildings in the area are older than 50 years. According to data from Metro’s RLIS database, 69 percent of buildings were constructed before 1970, which means they have exceeded their lifespan without adequate renovation and their internal systems may not have been updated to address increased risks from climate change. Many of the buildings constructed prior to 1970 are residential buildings, most commonly in a low-density detached single-dwelling building pattern. The lots, sometimes lacking street and sidewalk improvements have suffered from depreciation without substantial reinvestment. Many of the commercial structures were developed during the 1960s–1980s. These buildings often have deferred maintenance, making them more difficult and expensive to renovate. Buildings older than 1960—62 percent of structures in the TIF District—are likely to have additional hazards from materials and systems built before modern safety standards. The defective design and physical quality of active transportation infrastructure and transportation right of way connections to neighborhood destinations puts current residents at greater risk of accident, injury, or death. • Health and Safety Issues in Housing (D): The obsolescence and deterioration of existing single family and multi-dwelling housing places existing residents at greater risk for exposure to indoor air contaminants and fails to provide sufficient mitigation for severe weather resulting from climate change. The livability of multi-dwelling housing has a disproportionate impact on the quality of life of people of color and low-income households, larger proportions of whom live in multi-dwelling housing than the general population. Many apartment complexes lack shared outdoor spaces to serve residents, particularly households with young children. • Transition to Neighborhood Services (E): This area reflects the transition between denser urban neighborhoods to the west and lower-density areas to the east. Additionally, the character of the area is shifting over time from auto-oriented uses to higher-density neighborhood-oriented services and an increasing concentration of small businesses. Much of the commercial and residential building stock does not match the needs for existing or future housing and commercial demand. Addressing the spatial and temporal shifting of uses requires updates to building position, size, layouts and interface with exterior spaces to accommodate new business, service, and customer need.

ORS 457.010 CONDITIONS	HOW THE 82 ND AVE AREA TIF DISTRICT MEETS THESE CONDITIONS
(ii.) An economic dislocation, deterioration or disuse of property resulting from faulty planning;	<ul style="list-style-type: none"> • Historical Role: The concentration of auto-oriented uses on the corridor stems from its historical role as a farm-to-market route and later as a key corridor on the outskirts of town. As the city has grown, many of these buildings have become obsolete. • Inadequate Provision of Open Space: Much of the area’s existing zoning was converted to multi-dwelling zones without open space requirements, resulting in inadequate outdoor spaces for residents. The high-density residential zone (RH) requires no outdoor spaces, leading to situations where parking lots are the only places for children to play. • Concentration of Brownfields: The East Portland area, including the TIF District, has over 57 acres of brownfields. Given past auto-oriented businesses, the 82nd Corridor area has a high concentration of brownfield sites which increases uncertainty in helping to reposition some of these sites for other uses.
(iii.) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimensions for property usefulness and development;	<ul style="list-style-type: none"> • Prevalence of Small Lots: Many vacant or underutilized lots in the TIF District are smaller than 20,000 square feet, making them difficult to develop effectively using modern economies of scale, engineering, and efficiency. According to data from the Portland Bureau of Planning and Sustainability, 94 percent of vacant parcels and 90 percent of underutilized parcels are under 20,000 square feet.
(iv.) The existence of inadequate streets and other rights of way, open spaces and utilities;	<ul style="list-style-type: none"> • Inadequate Street and Active Transportation Infrastructure: The area has inadequate street infrastructure, leading to safety issues and accessibility challenges. The Portland Bureau of Transportation includes 82nd Avenue in its Vision Zero High Crash Network, with a high number of traffic incidents and pedestrian-involved crashes. As a designated Civic Corridor, 82nd Avenue is in the process of revitalization into a distinctive civic place. • Stormwater Management: Over time, the area will need improvements in stormwater management to prevent flooding conditions. Many stormwater pipes are in poor condition and require upgrades. • Parks Level of Service. Portland Parks and Recreation is working to achieve its vision for every home in the city to have access to a park within a half mile. Currently only 86 percent of homes in the TIF District are within a half mile of a park.
(v.) The existence of property or lots or other areas that are subject to inundation by water;	<ul style="list-style-type: none"> • Local Flooding Issues: Inadequate on-street stormwater management can create flooding conditions in several areas within the TIF District.
(vi.) A prevalence of depreciated values, impaired investments and social and economic maladjustments to such an extent that the capacity to pay taxes is	<ul style="list-style-type: none"> • Underutilized Properties: The area has numerous vacant and underutilized properties with deferred maintenance. About 54 percent of the acreage in the TIF District has an Improvement to Land ratio of less than 1, indicating a high potential for redevelopment. The depreciated values and impaired investments reduce the capacity to pay taxes and results in inadequate

ORS 457.010 CONDITIONS	HOW THE 82 ND AVE AREA TIF DISTRICT MEETS THESE CONDITIONS
<p>reduced and tax receipts are inadequate for the cost of public services rendered;</p>	<p>funding for public services. This is inconsistent with the City’s policies for the area and local stakeholder priorities.</p>
<p>(vii.) A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare;</p>	<ul style="list-style-type: none"> • Affordable Housing Need: While 62 percent of residents are homeowners compared to 53 percent citywide, over half of the district's renters experience housing cost burden, spending more than 30 percent of their income on housing. Housing cost burden puts residents at risk of displacement and suggests a need to stabilize the TIF District’s households, including through additional development of affordable housing and opportunities for ownership. • Stabilization of Manufactured Home Parks: The TIF District has 11 manufactured home parks with 313 homes, which provide needed affordable homeownership opportunities in the area. Investments that preserve and stabilize existing manufactured home parks support homeowners who are particularly vulnerable to displacement from increased rents or utility costs set by the owners of the underlying land. • Stabilization of Businesses: The combination of localized depreciation and regional commercial demand increase the risk that existing businesses are displaced to lower-cost neighborhoods. There is a significant need for affordable commercial space to support local businesses. Many businesses are vulnerable to displacement as the area grows, creating a need for commercial community ownership opportunities and affordable commercial space rental spaces.

Section 1.3 – Existing Conditions

Attachment A summarizes existing conditions in the 82nd Avenue Area TIF District to inform investments and strategies. It draws on data collected from sources like the American Community Survey (ACS), market platforms, federal bureaus, and local data sources.

SECTION 2 – PROPOSED PROJECTS REPORT

Section 2.1 Proposed Projects and Impacts

This section provides an overview of the proposed projects under the Plan and their connection to the current conditions within the TIF District (See Appendix A). It details how each project addresses the specific issues and investment needs identified in the area, demonstrating how these projects will improve conditions for the community (Table B).

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

- A. Inclusive Growth (to be implemented by Prosper Portland)
 1. Economic and Urban Development (including Middle-Income Housing)
 2. Infrastructure

- B. Affordable Housing (to be implemented by Portland Housing Bureau)
 1. Affordable Housing (Housing Set-aside Policy eligible)

Tax Increment Finance Plans and districts enable public investments in public/private/community partnerships that would not otherwise be financially feasible, and for related planning that is not tethered to annual appropriations. Tax increment funds (TIF) generated by the creation of a TIF District provide a dedicated stream of tax revenue to accomplish those plans and policies, while leveraging outside funding sources to complement the TIF resources. The plan anticipates that the projects described in the 82nd Ave Area TIF District Plan will catalyze the development of vacant and underdeveloped parcels as well as the redevelopment and re-tenanting of underutilized properties with businesses and residents that will require access to City services.

Implementation of this plan will be undertaken with community leadership and ongoing engagement, as described in the Governance Charter (Plan Exhibit D). Prosper Portland and the Portland Housing Bureau will work in co-creation with the Community Leadership Committee to create re-occurring Five-Year Action Plans. The intent of the Five-Year Action Plan is to establish near-term investment priorities and associated budgets in accordance with the TIF Plan. The Five-Year Action Plans will additionally establish mechanisms for ongoing reporting and implementation oversight.

Table B. Plan Response to Existing Conditions

PROJECT	DESCRIPTION	EXISTING CONDITIONS
AFFORDABLE HOUSING (minimum 45%)		
Single Family Home Repair	Support low-income community members who currently own their homes, so that they are more likely to be able to stay in place, through home repairs relating to life safety, code compliance, energy efficiency upgrades, and accessibility upgrades.	<ul style="list-style-type: none"> • Over half of households experiencing housing cost burden. More than half of the TIF District’s residents experience cost burden, meaning they spend over 30 percent of their income on housing. Given the number of households experiencing housing cost burden in the area, the TIF District lacks adequate affordable housing supply. • Residents that are more vulnerable to changing economic conditions, making displacement more
Homeownership Support	Provide down payment assistance and other types of	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
	<p>financial assistance, as well as the financial subsidization of the development of new homes. The preferred model for homeownership investments made under this plan is permanently affordable homeownership utilizing mechanisms such as down payment assistance, community land trusts, and covenants that ensure the homes remain affordable for subsequent buyers.</p>	<p>difficult to prevent. The BPS Economic Vulnerability Assessment determined a score of 62 for the District’s Census tracts, with any score over 60 considered a tract vulnerable to displacement.</p> <ul style="list-style-type: none"> • Lower household incomes. Compared to Portland, a greater share of TIF District households earn less than \$50,000 (35 percent versus 30 percent). Overall, Median Household Income in Portland is \$85,876 compared to \$78,597 in the TIF District. • Several existing manufactured home parks. There are ten manufactured home parks in the TIF District with 267 housing units. Supporting manufactured home parks could help maintain affordable housing, community stability, social equity, and prevent displacement and homelessness among vulnerable populations. • Expiring regulated units. Almost all of the existing regulated affordable housing units are on track to expire, with a quarter of those units expiring in the next 10 years. • Lower growth in housing supply. The TIF District has expanded its multi-dwelling housing stock by 125 percent since 2000 whereas Portland’s multi-dwelling stock grew by 170 percent. At this time, no new units are under construction in the district, despite lower vacancy rates than the rest of the city.
Multi-family Rental Development	Develop new affordable rental housing in a variety of unit sizes, including family sized units and multi-generational options (two-bedrooms or larger).	
Rehabilitation and Preservation of Existing Regulated Housing	Provide funding to rehabilitate and preserve the affordability of existing regulated affordable housing.	
Acquisition & Rehabilitation of Existing Market-Rate and Naturally Occurring Affordable Housing <i>This category also includes manufactured housing park stabilization, preservation and development</i>	Purchase market-rate and naturally occurring affordable housing; including motels, foreclosed and unoccupied properties; make needed repairs and renovations; and convert to regulated affordable housing (for individual ownership, cooperative ownership, and rental).	
Opportunistic Land Acquisition	Prioritize opportunistic land acquisition of larger sites for future multi-dwelling affordable housing.	
Capital Expenditures for Community Services for Houseless Neighbors	Prioritize housing development for people experiencing houselessness, and provide limited resources for capital expenditures related to community services, including shelters and food pantries.	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
ECONOMIC AND URBAN DEVELOPMENT (minimum 40%)		
Predevelopment to support future commercial, middle-income residential or mixed-use development	Support technical and/or financial assistance to determine the feasibility of development, redevelopment and renovation projects.	<p><u>Development Conditions</u></p> <ul style="list-style-type: none"> • A large share of underutilized properties. Over half of the acreage (55 percent) in the TIF District has an Improvement to Land Value ratio of less than 1 compared to 42 percent of properties citywide. The TIF District has 327 vacant parcels and 889 underutilized parcels. • A large share of older buildings, that may be obsolete or in need of deferred maintenance, with 62 percent of buildings built before 1960. • A concentration of potential brownfield sites given the presence of numerous legacy auto-oriented businesses and older commercial buildings. <p><u>Economic and Social Conditions</u></p> <ul style="list-style-type: none"> • A higher unemployment rate and lower average wages than the rest of Portland. High levels of retail and service employment contribute to lower average wages in the TIF District, but average wages in the area are lower for all employment sectors compared to Portland as a whole. • A concentration of neighborhood and BIPOC-serving service and retail establishments. Commercial corridors in the TIF District have seen a growing share of small businesses and especially immigrant-serving businesses. • A diverse population, with a higher share (38 percent) of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole (32 percent). • A concentration of urban heat island. About 66 percent of the housing units in the TIF District are in the 75th percentile or higher of all temperature readings in the region, compared with 57 percent of housing units citywide.
Land Acquisitions & Land Banking for immediate or future commercial and mixed-use purposes	Invest to acquire properties for development or redevelopment in conformance with the goals of this Plan.	
<p>Commercial, Middle-Income Residential, Mixed-use Development, Redevelopment and Renovation</p> <p><i>This category also includes resources for residential properties and projects (e.g., middle-income housing) that do not qualify for support under the housing set-aside policy.</i></p>	<p>Support development, redevelopment and renovation activities, including:</p> <ul style="list-style-type: none"> • New construction • Building façade improvements • Remediation activities • Professional services, building and site design assistance • Tenant improvements • Building repairs and upgrades • Lease and/or loan guarantees • Climate, resilience and community solar projects • Seismic, fire suppression, other public safety improvements • Accessibility improvements; landscaping enhancements; pedestrian amenities and lighting outside of the public right of way • Permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup 	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
	businesses and non-profits.	
Arts and Culture	<p>Support Arts and cultural investments (not public art as a “public building,” defined in ORS 457.010) that celebrate and represent Priority Communities, developed by and/or in collaboration with local artists and community members who represent those communities.</p> <p>Prioritize murals, placemaking investments, arts and entertainment performance venues, a new library, or interactive, multicultural community art spaces that create a sense of community and instill pride.</p>	
Signage	Develop signage that serves the greater purpose of the TIF district, including multi-lingual signage and directional signage to local businesses.	
Infrastructure Investments Triggered by Development, Redevelopment or Renovation Activities	Invest in critical public safety improvements, transportation improvements, green infrastructure and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in this Plan.	
INFRASTRUCTURE (maximum 15%)		
Street and Utilities Improvements	Support new streets, street improvements, sidewalks, bike lanes and paths, stormwater improvements, increased tree canopy, new and/or relocated utilities (water, storm, sanitary	<ul style="list-style-type: none"> • Targeted transportation improvements will be needed in conjunction with development projects to continue the momentum of the Building a Better 82nd Avenue project. Overall, this project will transform the corridor into a safer

PROJECT	DESCRIPTION	EXISTING CONDITIONS
	sewer) that consider and prioritize innovative, sustainable solutions	and more bike-friendly and pedestrian-friendly corridor. This project will address longstanding safety and livability issues. Such projects will support district residents, who are more likely to drive, carpool, or take public transit than Portland residents but may be more willing to walk or ride bikes if the transportation network is safer. This will also help to alleviate localized flooding that occurs during heavy rains.
Connectivity and Accessibility	Improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges. Prioritize connections within the district and to other parts of the city. Install pedestrian-scale lighting near commercial corridors, industrial spaces, schools, parks and other institutions. Invest in key pedestrian bridge crossings.	<ul style="list-style-type: none"> • Sewer infrastructure including pump stations, stormwater pipes, and sewer pipes may need upgrading in conjunction with development projects. • Neighborhoods that lack adequate access to parks, including the neighborhood between SE Division and SE Powell.
Public Recreation, Safety, Health and Resilience Investments	Support resilience, recreation, public and personal health outcomes, community gathering space and food access in public spaces. Prioritize new local parks, trails, and natural areas, especially ones that do not require use of motor vehicles to reach; covered spaces for existing parks; new and updated community centers; resilience hubs; community gardens, community gathering spaces, business-adjacent rest areas, athletic facilities such as basketball courts and soccer fields, and public exercise equipment (outdoor, permanently installed). Support inclusive spaces that are youth and family friendly.	

Section 2.2 – Cost and Completion Dates

Some projects will require funding from multiple sources, and TIF will often be used to provide matching funds or gap funds to facilitate the implementation of a project. Although this section provides estimated completion dates for all projects, many projects will be funded in phases over a longer period, which means that expenditures for some projects could begin much earlier than the estimated completion dates listed below. Adopted Five-Year Action Plans will further refine and describe the funding priorities, estimated costs, and completion dates for these projects. Prosper Portland’s annual budget shall reflect the priorities and investments outlined in the Five-Year Action Plan and in conformance with the TIF Plan.

Table C – Project Cost and Completion Dates

PROJECT NAME	PROJECT COST (NOMINAL DOLLARS; % NET PLAN ADMIN & FEES)	ANTICIPATED COMPLETION DATE
<p>Affordable Housing</p> <ul style="list-style-type: none"> • Single Family Home Repair • Homeownership Support • Multi-Family Rental Development • Rehabilitation and Preservation of Existing Regulated Housing • Acquisition and Rehabilitation of Existing Market-Rate and Naturally Occurring Affordable Housing • Manufactured Housing Park Stabilization, Preservation and Development • Opportunistic Land Acquisition • Capital Expenditures for Community Services for Houseless Neighbors 	<p>At least \$191,418,347 (45%)</p>	<p>2058</p>
<p>Inclusive Growth: Economic & Urban Development</p> <ul style="list-style-type: none"> • Predevelopment to support future commercial, middle-income residential or mixed-use development • Land Acquisitions and Land Banking for immediate or future commercial or mixed-use properties • Commercial, Middle-Income Residential, Mixed-Use Development, Redevelopment and Renovation • Arts and Culture • Signage • Infrastructure Investments Triggered by Development, Redevelopment or Renovation Activities 	<p>At least \$170,149,642 (40%)</p>	<p>2058</p>

Inclusive Growth: Infrastructure <ul style="list-style-type: none">• Street and Utilities Improvements• Connectivity and Accessibility• Public Recreation, Safety, Health and Resilience Investments	Up to \$63,806,116 (15%)	2058
---	---	------

SECTION 3 – FINANCIAL REPORT

Section 3.1 - Maximum Indebtedness and Debt Retirement

The maximum amount of the principal of indebtedness that may be issued or incurred under the Plan (the “**Maximum Indebtedness**”) is \$460,000,000 as shown in Table D. The estimated amount of TIF moneys required for the District to service this Maximum Indebtedness is \$588,700,000, which reflects the additional projected costs of the interest on borrowings (loans) which is not a part of the maximum indebtedness. It is anticipated that the indebtedness will be retired or otherwise provided for by FY 2058. Table E shows a summary of the financial capacity of the Area, including how total TIF revenue translates to the ability to fund tax increment projects in constant 2024 dollars in five-year increments.

Table D. Total Uses

USES SUMMARY	FIRST 5 YEARS	FIRST 10 YEARS	30 YEAR TOTAL
Bond Issuance Costs and Reserves	13,455	5,192,201	16,901,974
District-Wide Admin/Predev	537,643	3,373,101	17,723,921
Affordable Housing (PHB)	5,806,539	36,429,487	191,418,347
Inclusive Growth (Prosper Portland)	7,096,881	44,524,928	233,955,758
Total	13,454,518	89,519,717	460,000,000

Table E. Total Capacity Through Final Bond Payoff

	Actual Dollars	Rounded Dollars
Total Net TIF	588,658,206	588,700,000
Maximum Indebtedness	460,000,000	460,000,000
Capacity (2024-25 \$)	309,011,332	309,000,000
Years 1-5	8,823,849	8,800,000
Years 6-10	33,464,215	33,500,000
Years 11-15	61,097,325	61,100,000
Years 16-20	85,279,453	85,300,000
Years 21-25	112,612,540	112,600,000
Years 26-30	144,856,052	144,900,000
Years 31-33	142,524,773	142,500,000

Section 3.2 – Financial Analysis

The total amount of TIF projected to be used for all projects, excluding administration and finance fees, is \$ 247,474,341 in 2024-25 dollars. The cost of administration and finance fees over the life of the Area increase this total to \$267,922,372. The Plan assumes annual inflation rate of 3% per year. When accounting for inflation and based on the assumed timing of projects, the total project costs in nominal year-of-expenditure (“YOE”) dollars is \$ 425,374,105, which is within the \$ 460,000,000 maximum indebtedness established by the Plan. We estimate the frozen base assessed value of the Area to be \$1,722,322,630, two percent of the City’s assessed value of \$80,988,896,967.

The estimated 82nd Avenue Area Tax Increment Finance Plan revenues through Fiscal Year End (FYE) 2058 are calculated based on projections of the assessed value within the Area and the consolidated tax rate that will apply in the Area adjusted for discounts, and delinquencies. The long-term projections for FYE 2026 and beyond assume an annual growth rate of 3 percent for assessed value in the Area. These projections of growth are the basis for the projections in Table F, which shows the incremental assessed value, tax rates, and 82nd Avenue Area Tax Increment Finance Plan revenues each year.

The first year of 82nd Avenue Area Tax Increment Finance Plan collections is anticipated to be the fiscal year ending in 2026. Gross 82nd Avenue Area Tax Increment Finance Plan financing (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, except for \$0.5038/\$1,000 of the Portland Public Schools permanent rate levy (the “Gap Tax”). The consolidated rate also excludes levies for general obligation bonds and local option levies. The adjustments are for compression losses estimated at 5 percent and underpayments and delinquencies assumed at 4 percent.

The Area is anticipated to complete all projects and have sufficient 82nd Avenue Area Tax Increment Finance Plan finance revenue to terminate the tax increment area in FYE 2058, a 33-year tax increment plan. Table G shows more detailed tables on the allocation of tax revenues to debt service. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table F. Projected Incremental Assessed Value, Tax Rates, and 82nd Avenue Area Tax Increment Finance Plan Revenues

Yr No.	FYE	Total Assessed Value	Frozen Base Assessed Value	Increment URA	Increment Shared	Tax Rate	Gross TIF URA	Gross TIF Shared	Adjustments (to URA)	Net TIF (URA)	PV of Net TIF (URA)
1	2026	1,706,894,875	1,657,179,490	49,715,385	0	18.56	922,911	0	(73,898)	849,013	824,285
2	2027	1,758,101,721	1,657,179,490	100,922,231	0	18.73	1,889,799	0	(157,098)	1,732,701	1,633,237
3	2028	1,810,844,773	1,657,179,490	153,665,283	0	18.83	2,892,795	0	(240,552)	2,652,243	2,427,178
4	2029	1,865,170,116	1,657,179,490	207,990,626	0	18.93	3,936,285	0	(346,393)	3,589,892	3,189,572
5	2030	1,921,125,219	1,657,179,490	263,945,729	0	18.93	4,995,252	0	(391,438)	4,603,814	3,971,290
6	2031	1,978,758,976	1,657,179,490	321,579,486	0	19.13	6,150,304	0	(541,227)	5,609,077	4,697,514
7	2032	2,038,121,745	1,657,179,490	380,942,255	0	19.13	7,285,635	0	(641,136)	6,644,499	5,402,586
8	2033	2,099,265,397	1,657,179,490	442,085,907	0	19.13	8,455,025	0	(703,724)	7,751,301	6,118,949
9	2034	2,162,243,359	1,657,179,490	505,063,869	0	19.23	9,710,004	0	(854,480)	8,855,524	6,787,022
10	2035	2,227,110,660	1,657,179,490	569,931,170	0	19.23	10,957,097	0	(1,016,202)	9,940,895	7,396,960
11	2036	2,293,923,980	1,657,179,490	636,744,490	0	19.13	12,177,929	0	(1,071,658)	11,106,271	8,023,407
12	2037	2,362,741,699	1,657,179,490	705,562,209	0	19.13	13,494,089	0	(1,187,480)	12,306,609	8,631,608
13	2038	2,448,670,722	1,657,179,490	776,444,460	15,046,772	19.13	14,849,733	287,774	(1,306,776)	13,542,956	9,222,094
14	2039	2,502,718,662	1,657,179,490	818,427,370	27,111,802	19.13	15,652,669	518,521	(1,452,075)	14,200,593	9,388,265
15	2040	2,572,515,217	1,657,179,490	875,784,780	39,550,947	19.03	16,662,068	752,469	(1,546,134)	15,115,934	9,702,343
16	2041	2,644,399,361	1,657,179,490	934,844,347	52,375,524	18.93	17,692,209	991,222	(1,642,172)	16,050,037	10,001,853
17	2042	2,718,433,671	1,657,179,490	995,656,993	65,597,188	18.83	18,743,541	1,234,887	(1,740,236)	17,003,306	10,287,280
18	2043	2,794,341,132	1,657,179,490	1,057,285,960	79,875,682	18.73	19,797,996	1,495,696	(1,742,224)	18,055,773	10,605,864
19	2044	2,872,867,288	1,657,179,490	1,121,753,002	93,934,796	18.73	21,005,161	1,758,957	(1,950,758)	19,054,403	10,866,460
20	2045	2,953,397,513	1,657,179,490	1,187,135,173	109,082,850	18.63	22,110,748	2,031,701	(1,945,746)	20,165,002	11,164,873
21	2046	3,036,343,645	1,657,179,490	1,254,478,809	124,685,346	18.63	23,365,044	2,322,302	(2,056,124)	21,308,920	11,454,594
22	2047	3,121,778,162	1,657,179,490	1,323,842,755	140,755,917	18.63	24,656,968	2,621,621	(2,169,813)	22,487,155	11,735,877
23	2048	3,209,775,713	1,657,179,490	1,395,287,618	157,308,605	18.63	25,987,650	2,929,920	(2,286,913)	23,700,737	12,008,968

24	2049	3,300,413,192	1,657,179,490	1,468,875,828	174,357,874	18.63	27,358,252	3,247,468	(2,407,526)	24,950,726	12,274,104
25	2050	3,393,769,794	1,657,179,490	1,544,671,683	191,918,621	18.63	28,769,973	3,574,542	(2,531,758)	26,238,215	12,531,518
26	2051	3,489,927,095	1,657,179,490	1,622,741,415	210,006,190	18.63	30,224,045	3,911,428	(2,659,716)	27,564,329	12,781,434
27	2052	3,588,969,114	1,657,179,490	1,703,153,238	228,636,386	18.63	31,721,739	4,258,421	(2,791,513)	28,930,226	13,024,071
28	2053	3,690,982,395	1,657,179,490	1,785,977,416	247,825,489	18.63	33,264,364	4,615,824	(2,927,264)	30,337,100	13,259,641
29	2054	3,796,056,074	1,657,179,490	1,871,286,320	267,590,264	18.63	34,853,268	4,983,949	(3,067,088)	31,786,181	13,488,350
30	2055	3,904,281,962	1,657,179,490	1,959,154,490	287,947,982	18.63	36,489,839	5,363,117	(3,211,106)	33,278,733	13,710,398
31	2056	4,015,754,628	1,657,179,490	2,049,658,706	308,916,432	18.63	38,175,507	5,753,661	(3,359,445)	34,816,063	13,925,978
32	2057	4,130,571,474	1,657,179,490	2,142,878,048	330,513,936	18.63	39,911,746	6,155,921	(3,512,234)	36,399,512	14,135,279
33	2058	4,248,832,825	1,657,179,490	2,238,893,970	352,759,365	18.63	41,700,071	6,570,249	(3,669,606)	38,030,465	14,338,483

Table G. 82nd Ave Tax Increment Finance Plan Revenues and Allocations to Debt Service

	24-25	25-26	26-27	27-28	28-29	29-30	30-31
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	-	1,657,179,490	1,706,894,875	1,758,101,721	1,810,844,773	1,865,170,116	1,921,125,219
Frozen Base	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490
Increment	-	49,715,385	100,922,231	153,665,283	207,990,626	263,945,729	321,579,486
AV (Baseline)	-	1,706,894,875	1,758,101,721	1,810,844,773	1,865,170,116	1,921,125,219	1,978,758,976
Taxes							
Consolidated Tax Rate for Du Jour	18.5639	18.7253	18.8253	18.9253	18.9253	19.1253	19.1253
Divide the Taxes (to Raise) Sal 4c	-	930,935	1,899,891	2,908,162	3,936,285	5,048,041	6,150,304
Net Tax Increment Revenues	-	849,013	1,732,701	2,652,243	3,589,892	4,603,814	5,609,077
Used for Du Jour	-	850,711	1,736,166	2,657,548	3,597,072	4,613,021	5,620,295
Debt Service							
LOC 1					-	-	-
LOC 2							-
LOC 3							
BOND 1							
BOND 2							
BOND 3							

Total Debt Service	-	-	-	-	-	-	-
---------------------------	---	---	---	---	---	---	---

	31-32	32-33	33-34	34-35	35-36	36-37	37-38
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	1,978,758,976	2,038,121,745	2,099,265,397	2,162,243,359	2,227,110,660	2,293,923,980	2,362,741,699
Frozen Base	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490
Increment	380,942,255	442,085,907	505,063,869	569,931,170	636,744,490	705,562,209	776,444,460
AV (Baseline)	2,038,121,745	2,099,265,397	2,162,243,359	2,227,110,660	2,293,923,980	2,362,741,699	2,433,623,950
Taxes							
Consolidated Tax Rate for Du Jour	19.1253	19.2253	19.2253	19.1253	19.1253	19.1253	19.1253
Divide the Taxes (to Raise) Sal 4c	7,285,635	8,499,234	9,710,004	10,900,104	12,177,929	13,494,089	14,849,733
Net Tax Increment Revenues	6,644,499	7,751,301	8,855,524	9,940,895	11,106,271	12,306,609	13,542,956
Used for Du Jour	6,057,788	6,566,804	2,825,553	9,994,758	6,897,793	8,100,531	9,339,351
Debt Service							
LOC 1	600,000	600,000	600,000				
LOC 2	-	600,000	600,000				
LOC 3			600,000				
BOND 1				4,247,682	4,247,682	4,247,682	4,247,682
BOND 2							
BOND 3							
Total Debt Service	600,000	1,200,000	1,800,000	4,247,682	4,247,682	4,247,682	4,247,682

	38-39	39-40	40-41	41-42	42-43	43-44	44-45
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	2,433,623,950	2,506,632,669	2,581,831,649	2,659,286,598	2,739,065,196	2,821,237,152	2,905,874,267
Frozen Base	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490
Increment	849,453,179	924,652,159	1,002,107,108	1,081,885,706	1,164,057,662	1,248,694,777	1,335,871,005
AV (Baseline)	2,506,632,669	2,581,831,649	2,659,286,598	2,739,065,196	2,821,237,152	2,905,874,267	2,993,050,495
Taxes							
Consolidated Tax Rate for Du Jour	19.0253	18.9253	18.8253	18.7253	18.7253	18.6253	18.6253
Divide the Taxes (to Raise) Sal 4c	15,570,826	16,574,489	17,598,725	18,643,975	19,797,996	20,892,986	22,110,748
Net Tax Increment Revenues	14,200,593	15,115,934	16,050,037	17,003,306	18,055,773	19,054,403	20,165,002
Used for Du Jour	9,998,303	10,915,475	11,851,446	12,806,621	9,141,547	14,899,578	11,273,874

Debt Service							
LOC 1							
LOC 2							
LOC 3							
BOND 1	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682
BOND 2						4,719,646	4,719,646
BOND 3							
Total Debt Service	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682	8,967,328	8,967,328

	45-46	46-47	47-48	48-49	49-50	50-51	51-52
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	2,993,050,495	3,082,842,010	3,175,327,270	3,270,587,088	3,368,704,701	3,469,765,842	3,573,858,817
Frozen Base	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490
Increment	1,425,662,520	1,518,147,780	1,613,407,598	1,711,525,211	1,812,586,352	1,916,679,327	2,023,895,091
AV (Baseline)	3,082,842,010	3,175,327,270	3,270,587,088	3,368,704,701	3,469,765,842	3,573,858,817	3,681,074,581
Taxes							
Consolidated Tax Rate for Du Jour	18.6253	18.6253	18.6253	18.6253	18.6253	18.6253	18.6253
Divide the Taxes (to Raise) Sal 4c	23,365,044	24,656,968	25,987,650	27,358,252	28,769,973	30,224,045	31,721,739
Net Tax Increment Revenues	21,308,920	22,487,155	23,700,737	24,950,726	26,238,215	27,564,329	28,930,226
Used for Du Jour	12,420,079	13,600,670	14,816,680	16,069,169	17,359,233	13,968,353	20,094,385
Debt Service							
LOC 1							
LOC 2							
LOC 3							
BOND 1	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682
BOND 2	4,719,646	4,719,646	4,719,646	4,719,646	4,719,646	4,719,646	4,719,646
BOND 3							4,719,646
Total Debt Service	8,967,328	8,967,328	8,967,328	8,967,328	8,967,328	8,967,328	13,686,974

	52-53	53-54	54-55	55-56	56-57	57-58
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	3,681,074,581	3,791,506,819	3,905,252,023	4,022,409,584	4,143,081,872	4,267,374,328
Frozen Base	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490	1,657,179,490

Increment	2,134,327,329	2,248,072,533	2,365,230,094	2,485,902,382	2,610,194,838	2,738,216,068
AV (Baseline)	3,791,506,819	3,905,252,023	4,022,409,584	4,143,081,872	4,267,374,328	4,395,395,558
Taxes						
Consolidated Tax Rate for Du Jour	18.6253	18.6253	18.6253	18.6253	18.6253	18.6253
Divide the Taxes (to Raise) Sal 4c	33,264,364	34,853,268	36,489,839	38,175,507	39,911,746	41,700,071
Net Tax Increment Revenues	30,337,100	31,786,181	33,278,733	34,816,063	36,399,512	38,030,465
Used for Du Jour	16,765,548	18,217,527	21,944,118			
Debt Service						
LOC 1						
LOC 2						
LOC 3		-	-	-	-	-
BOND 1	4,247,682	4,247,682				
BOND 2	4,719,646	4,719,646	4,719,646	4,719,646	4,719,646	4,719,646
BOND 3	4,719,646	4,719,646	4,719,646	4,719,646	4,719,646	4,719,646
Total Debt Service	13,686,974	13,686,974	9,439,293	9,439,293	9,439,293	9,439,293

The Area is anticipated to complete all projects and have sufficient revenue to terminate the Area in FYE 2058, a 33-year program. The projects will be ongoing and the schedule for construction of projects will be based on the availability of funding and will be completed as directed by the Agency in accordance with the Five-Year Action Plans.

The amount of money available for projects in 2025 constant dollars for the Area is approximately \$247,474,341. This is calculated by taking the maximum indebtedness (MI) and bringing it back to constant 2025 dollars. This is done as the MI is referenced in constant dollars, so understanding how the MI relates to the inflation factor over 30 years is important to be able to make projections on the allocation of funds throughout the life of the Area.

Table H shows the approximate \$267,922,372 of 2025 constant dollars for projects inflated over the life of the Area including administrative expenses and bond issuance costs and reserves, reaching the total maximum indebtedness of \$460,000,000. The 3 percent inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available and in accordance with the Five-Year Action Plans. Annual expenditures for program administration are also shown.

Table H. Financial Feasibility

	Bond Issuance Costs and Reserves	District-Wide Admin/Predev	Affordable Housing (PHB)	Inclusive Growth (Prosper Portland)	Total
Years 1-5	13,455	537,643	5,806,539	7,096,881	13,454,518
Years 6-10	5,178,747	2,835,458	30,622,947	37,428,047	76,065,199
Years 11-15	45,251	1,808,248	19,529,080	23,868,875	45,251,454
Years 16-20	5,779,619	4,167,738	45,011,569	55,014,140	109,973,066
Years 21-25	74,266	2,967,663	32,050,756	39,173,146	74,265,831
Years 26-30	5,810,636	5,407,172	58,397,455	71,374,668	140,989,931
Total	16,901,974	17,723,921	191,418,347	233,955,758	460,000,000

Section 3.3 – Fiscal Impact Statement

The impact of 82nd Avenue Area Tax Increment Finance Plan financing of the maximum indebtedness, both until and after the indebtedness is repaid is on all entities levying permanent rate property in the Area.

The impact of 82nd Avenue Area Tax Increment Finance Plan financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2058 and are shown in Table I.

Other than the Portland Public Schools Gap Tax, the Portland School District and the Multnomah County ESD are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the Plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level. The Gap Tax is not anticipated to be calculated in the division of tax revenues to be allocated to Prosper Portland, so the impact on the Portland Public Schools of the Gap Tax is a positive impact. The School District will need to complete appropriate paperwork with the Multnomah County assessor to ensure the Gap tax is not included in the division of taxes.

The City of Portland levies a tax to pay costs of its Fire and Police Disability and Retirement Fund (FPD&R) Plan. The rate for this levy is included in the consolidated tax rate for the Area. The levy is imposed such that, when the tax rate is divided for tax increment areas, tax collections are sufficient to provide both the amount requested by the City for the FPD&R Plan and amounts for tax increment plans. Taxpayers pay a higher amount of taxes as a result of the division of taxes. Tax collections for the Area attributable to the FPD&R levy are shown in Table I.

Since the properties within the TIF District are also already within the City’s urban growth boundary, the City has planned for the need to provide infrastructure to these parcels through its existing plans and policies. In addition, since any new development will be new construction or redevelopment of existing buildings, the current building code requirements will address fire protection needs. Any potential impacts to the City will be countered by the increased revenue resulting from new jobs, stabilized housing, increased property tax revenues from development and redevelopment, and future increased tax base for all overlapping taxing jurisdictions.

Table I. Projected Impact on Taxing District Permanent Rate Levies

Foregone Revenue to Taxing Jurisdictions	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	33-34
City	207,523	421,272	641,433	868,199	1,101,769	1,342,345	1,590,138	1,845,366	2,108,250
County	196,932	399,771	608,696	823,888	1,045,537	1,273,834	1,508,981	1,751,182	2,000,649
Library	55,315	112,290	170,974	231,419	293,677	357,802	423,852	491,882	561,954
Metro	4,380	8,891	13,538	18,324	23,253	28,331	33,561	38,947	44,496
Port	3,178	6,452	9,824	13,297	16,874	20,559	24,354	28,263	32,289
E Mult Soil/Cons	4,534	9,204	14,014	18,969	24,072	29,328	34,742	40,318	46,062
FPDR	126,953	266,919	420,428	569,062	770,299	938,498	1,111,742	1,330,502	1,520,040
Total Gov't	598,816	1,224,800	1,878,908	2,543,159	3,275,481	3,990,697	4,727,370	5,526,461	6,313,740
David Douglas	7,573	15,373	23,406	31,681	40,204	48,983	58,025	67,339	76,932
Portland SD No. 1	208,676	423,612	644,996	873,022	1,107,889	1,349,802	1,598,972	1,855,617	2,119,961
Portland CC	12,309	24,988	38,047	51,498	65,352	79,622	94,320	109,459	125,052
Mt. Hood CC	892	1,810	2,756	3,731	4,734	5,768	6,833	7,930	9,059
Multnomah County ESD	20,748	42,118	64,129	86,801	110,153	134,205	158,979	184,496	210,779
Total Education	250,198	507,901	773,336	1,046,733	1,328,333	1,618,380	1,917,129	2,224,841	2,541,783

Foregone Revenue to Taxing Jurisdictions	34-35	35-36	36-37	37-38	38-39	39-40	40-41	41-42	42-43
City	2,379,020	2,657,914	2,945,175	3,241,053	3,416,299	3,655,722	3,902,250	4,156,095	4,413,348
County	2,257,600	2,522,260	2,794,859	3,075,637	3,241,939	3,469,142	3,703,087	3,943,977	4,188,101
Library	634,128	708,467	785,037	863,903	910,615	974,433	1,040,145	1,107,808	1,176,379
Metro	50,210	56,097	62,159	68,404	72,103	77,156	82,359	87,717	93,146
Port	36,436	40,708	45,107	49,639	52,323	55,990	59,766	63,654	67,594
E Mult Soil/Cons	51,978	58,071	64,347	70,812	74,641	79,872	85,258	90,804	96,424
FPDR	1,663,287	1,858,275	2,059,113	2,265,976	2,313,858	2,396,147	2,472,476	2,542,510	2,699,885
Total Gov't	7,072,661	7,901,792	8,755,798	9,635,424	10,081,777	10,708,462	11,345,341	11,992,564	12,734,877
David Douglas	86,812	96,989	107,472	118,269	124,663	133,400	142,396	151,659	161,047
Portland SD No. 1	2,392,236	2,672,679	2,961,535	3,259,057	3,435,277	3,676,029	3,923,927	4,179,182	4,437,865

Portland CC	141,113	157,656	174,695	192,245	202,640	216,842	231,465	246,522	261,781
Mt. Hood CC	10,223	11,421	12,656	13,927	14,680	15,709	16,769	17,859	18,965
Multnomah County ESD	237,850	265,733	294,453	324,034	341,555	365,492	390,140	415,519	441,238
Total Education	2,868,234	3,204,479	3,550,811	3,907,533	4,118,816	4,407,473	4,704,696	5,010,741	5,320,895

Foregone Revenue to Taxing Jurisdictions	43-44	44-45	45-46	46-47	47-48	48-49	49-50	50-51	51-52
City	4,682,448	4,955,368	5,236,476	5,526,016	5,824,243	6,131,417	6,447,806	6,773,686	7,109,343
County	4,443,466	4,702,457	4,969,217	5,243,981	5,526,987	5,818,483	6,118,724	6,427,972	6,746,498
Library	1,248,107	1,320,854	1,395,783	1,472,960	1,552,453	1,634,330	1,718,664	1,805,527	1,894,996
Metro	98,826	104,586	110,519	116,629	122,924	129,407	136,084	142,962	150,046
Port	71,715	75,895	80,200	84,635	89,202	93,907	98,753	103,744	108,885
E Mult Soil/Cons	102,304	108,267	114,408	120,734	127,250	133,961	140,874	147,994	155,328
FPDR	2,762,205	2,923,202	3,089,029	3,259,830	3,435,756	3,616,960	3,803,600	3,995,838	4,193,845
Total Gov't	13,409,071	14,190,628	14,995,632	15,824,786	16,678,815	17,558,465	18,464,504	19,397,724	20,358,941
David Douglas	170,866	180,825	191,083	201,649	212,531	223,740	235,286	247,177	259,426
Portland SD No. 1	4,708,459	4,982,895	5,265,564	5,556,713	5,856,597	6,165,477	6,483,623	6,811,314	7,148,835
Portland CC	277,743	293,931	310,605	327,780	345,469	363,689	382,456	401,786	421,696
Mt. Hood CC	20,121	21,294	22,502	23,746	25,028	26,348	27,707	29,107	30,550
Multnomah County ESD	468,143	495,429	523,533	552,481	582,297	613,008	644,640	677,221	710,779
Total Education	5,645,332	5,974,374	6,313,288	6,662,368	7,021,922	7,392,262	7,773,712	8,166,605	8,571,286

Foregone Revenue to Taxing Jurisdictions	52-53	53-54	54-55	55-56	56-57	57-58
City	7,455,070	7,811,168	8,177,950	8,555,735	8,944,853	9,345,645
County	7,074,579	7,412,503	7,760,565	8,119,069	8,488,327	8,868,664
Library	1,987,150	2,082,068	2,179,834	2,280,532	2,384,252	2,491,083
Metro	157,343	164,859	172,600	180,573	188,786	197,245
Port	114,180	119,634	125,251	131,037	136,997	143,135
E Mult Soil/Cons	162,881	170,661	178,675	186,929	195,430	204,187
FPDR	4,397,791	4,607,855	4,824,222	5,047,080	5,276,623	5,513,053
Total Gov't	21,348,994	22,368,749	23,419,096	24,500,954	25,615,268	26,763,011

David Douglas	272,041	285,036	298,420	312,206	326,405	341,030
Portland SD No. 1	7,496,483	7,854,559	8,223,378	8,603,262	8,994,542	9,397,560
Portland CC	442,203	463,325	485,081	507,489	530,570	554,344
Mt. Hood CC	32,035	33,566	35,142	36,765	38,437	40,160
Multnomah County ESD	745,344	780,946	817,616	855,387	894,290	934,360
Total Education	8,988,106	9,417,432	9,859,637	10,315,108	10,784,244	11,267,453

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual 82nd Avenue Area Tax Increment Finance Plan finance revenues exceed three percent of the original maximum indebtedness of the Plan is in 2038. At the three percent threshold, the Agency will receive tax increment revenue as stated in ORS 457.470(4)(a-e). The overlapping taxing districts would receive the remainder of the TIF revenues. Revenue sharing projections are shown in Table J in the column labelled “Increment Shared”.

If assessed value in the Area grows more quickly than projected, the revenue sharing triggers would be reached earlier.

Table J. Tax Increment Revenue Sharing

FYE	Total Assessed Value	Frozen Base Assessed Value	Increment URA	Increment Shared
2026	1,706,894,875	1,657,179,490	49,715,385	0
2027	1,758,101,721	1,657,179,490	100,922,231	0
2028	1,810,844,773	1,657,179,490	153,665,283	0
2029	1,865,170,116	1,657,179,490	207,990,626	0
2030	1,921,125,219	1,657,179,490	263,945,729	0
2031	1,978,758,976	1,657,179,490	321,579,486	0
2032	2,038,121,745	1,657,179,490	380,942,255	0
2033	2,099,265,397	1,657,179,490	442,085,907	0
2034	2,162,243,359	1,657,179,490	505,063,869	0
2035	2,227,110,660	1,657,179,490	569,931,170	0
2036	2,293,923,980	1,657,179,490	636,744,490	0
2037	2,362,741,699	1,657,179,490	705,562,209	0
2038	2,448,670,722	1,657,179,490	776,444,460	15,046,772
2039	2,502,718,662	1,657,179,490	818,427,370	27,111,802
2040	2,572,515,217	1,657,179,490	875,784,780	39,550,947
2041	2,644,399,361	1,657,179,490	934,844,347	52,375,524
2042	2,718,433,671	1,657,179,490	995,656,993	65,597,188
2043	2,794,341,132	1,657,179,490	1,057,285,960	79,875,682
2044	2,872,867,288	1,657,179,490	1,121,753,002	93,934,796
2045	2,953,397,513	1,657,179,490	1,187,135,173	109,082,850
2046	3,036,343,645	1,657,179,490	1,254,478,809	124,685,346
2047	3,121,778,162	1,657,179,490	1,323,842,755	140,755,917
2048	3,209,775,713	1,657,179,490	1,395,287,618	157,308,605
2049	3,300,413,192	1,657,179,490	1,468,875,828	174,357,874
2050	3,393,769,794	1,657,179,490	1,544,671,683	191,918,621
2051	3,489,927,095	1,657,179,490	1,622,741,415	210,006,190
2052	3,588,969,114	1,657,179,490	1,703,153,238	228,636,386
2053	3,690,982,395	1,657,179,490	1,785,977,416	247,825,489

2054	3,796,056,074	1,657,179,490	1,871,286,320	267,590,264
2055	3,904,281,962	1,657,179,490	1,959,154,490	287,947,982
2056	4,015,754,628	1,657,179,490	2,049,658,706	308,916,432
2057	4,130,571,474	1,657,179,490	2,142,878,048	330,513,936
2058	4,248,832,825	1,657,179,490	2,238,893,970	352,759,365

Table K shows the projected increased revenue to the taxing jurisdictions after the Central City – East Tax Increment Finance Plan proceeds are projected to be terminated. These projections are for FYE 2059. The table also shows the estimated impact of returned incremental assessed value on the FPD&R tax levy rate, which could be reduced by approximately 3 percent.

The Frozen Base is the assessed value of the Area established by the County Assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table K. Additional Revenues Obtained after Termination of TIF – FYE 2059

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
City	Permanent	4.5770	7,584,911	13,136,347	20,721,257
County	Permanent	4.3434	7,197,793	12,465,896	19,663,690
Library	Permanent	1.2200	2,021,759	3,501,495	5,523,254
Metro	Permanent	0.0966	160,084	277,250	437,333
Port	Permanent	0.0701	116,168	201,192	317,361
E Mult Soil/Cons	Permanent	0.1000	165,718	287,008	452,726
FPDR	Permanent	2.7000	4,474,385	7,749,210	12,223,595
Subtotal General Government		13.1071	21,720,817	37,618,398	59,339,216
Education					
Portland SC No. 1	Permanent	4.7743	7,627,045	13,209,319	20,836,364
David Douglas	Permanent	4.6394	276,779	479,356	756,135
Portland CC	Permanent	0.2828	449,904	779,192	1,229,096
Mt Hood CC	Permanent	0.4917	32,593	56,449	89,042
Multnomah County ESD	Permanent	0.4576	758,325	1,313,348	2,071,673
Subtotal Education			9,144,647	15,837,663	24,982,310
Total			30,865,464	53,456,061	84,321,526

Section 3.4 – Assessed Value and Acreage Analysis

The Plan includes a provision indicating that it will be financed by tax increment revenues (TIF) allocated to the District, as provided in ORS Chapter 457, and that 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 457.440. Pursuant to ORS 457.420(2), the Plan may only include such a provision if:

- The assessed value for the TIF District, when added to the total assessed value for other TIF Districts of the City, does not exceed a figure equal to 15 percent of the total assessed value of the City (exclusive of any increased assessed value for other TIF Districts and without regard to adjustments made pursuant to ORS 457.435 (2)(c), 457.455 or 457.470 (2) to (5), and
- The acreage of the TIF District, when added to the acreage of other TIF Districts of the City, does not exceed 15 percent of the total acreage of the City.

As explained in this Section, the proposed TIF District complies with both the assessed value and acreage limits set forth in ORS 457.420.

As of the date that the TIF Plan is expected to be approved by the City, it is projected that the total Assessed Value for all real property in the City of Portland will be just over \$80.98 billion and the total acreage of the City will be 92,768 acres, as shown in Table L, below. In addition, as of the approval date, the total assessed value for the real property contained within all pre-existing TIF Districts will be approximately \$2 billion (2.5% of total City AV) and the acreage of such districts will be 2,729 acres (2.9% of total City acreage).³ Finally, the TIF District is being proposed for creation along with several other TIF Districts that, when combined, will account for up to \$9.49 billion in assessed value and 8,415 acres.⁴ If all six proposed TIF Districts are approved, the resulting total areas included in all TIF Districts within the City will contain \$11.49 billion in assessed value (14.2% of total City AV) and 11,144 acres (12% of total City acreage). These limits will fall within the threshold for assessed value and acreage established by ORS 457.420, which allows for the TIF Plan to include a provision for the division of ad valorem property taxes to finance the TIF District’s activities under the Plan.

Table L. Assessed Value and Acreage

TIF District	Frozen Base		Proposed values (as of FY 23-24 values)	Frozen Base		Proposed values (as of FY 23- 24 values)
	(as of FY 21-22 values)	Proposed Adjustments		(as of FY 21-22 values)	Proposed Adjustments	
	Frozen Base Assessed Value			Acreage		
Central Eastside	\$230,541,190	(\$230,541,190)	\$0	708	(708)	-
Downtown Waterfront	\$55,674,313	(\$55,674,313)	\$0	233	(233)	-
Gateway Regional Center	\$307,174,681	-	\$307,174,681	659	-	659
Interstate Corridor	\$1,293,460,097	(\$1,293,460,097)	\$0	3,995	(3,995)	-
Lents Town Center	\$736,224,033	(\$736,224,033)	\$0	2,846	(2,846)	-
North Macadam	\$628,094,444	-	\$628,094,444	447	-	447
Oregon Convention Center	\$214,100,689	(\$214,100,689)	\$0	410	(410)	-
River District	\$432,292,135	(\$432,292,135)	\$0	315	(315)	-
South Park Blocks	\$305,692,884	(\$305,692,884)	\$0	98	(98)	-

³ Prior to adoption of the proposed TIF District, Prosper Portland and/or the City are expected to either take action to amend the size of certain TIF Districts, allow some TIF Districts to expire, and/or otherwise amend the plans to release some or all of the assessed value and acreage associated with the following pre-existing TIF Districts: Central Eastside, Downtown Waterfront, Interstate Corridor, Lents Town Center, Oregon Convention Center, River District, South Park Blocks, and the Neighborhood Prosperity Initiative districts.

⁴ The proposed new TIF Districts include: Westside, Lloyd-Holladay, Central Eastside Corridor, Sumner-Parkrose-Argay-Columbia Corridor (SPACC), 82nd Avenue Area, and East 205.

Cully	\$1,071,144,885	-	\$1,071,144,885	1,623	-	1,623
Neighborhood Prosperity Initiatives (combined)	\$164,919,235	(\$164,919,235)	\$0	245	(245)	-
Westside (NEW)	\$0	\$2,401,540,540	\$2,401,540,540	-	492	492
Lloyd-Holladay (NEW)	\$0	\$842,896,040	\$842,896,040	-	261	261
Central Eastside Corridor (NEW)	\$0	\$551,392,310	\$551,392,310	-	486	486
Sumner- Parkrose-Argay-Columbia Corridor (NEW)	\$0	\$1,123,860,390	\$1,123,860,390	-	1,578	1,578
82nd Ave (NEW)	\$0	\$1,722,322,630	\$1,721,086,470	-	1,868	1,868
East 205 (NEW)	\$0	\$2,849,078,510	\$2,849,078,510	-	3,730	3,730
Total: TIF Districts	\$5,439,318,586	\$6,056,949,684	\$11,496,268,270	11,579	(435)	11,144
Total: City of Portland	\$76,142,269,310		\$80,988,896,967	92,768		92,768
Percent in TIF District	7.14%		14.19%	12.48%		12.01%

SECTION 4 – RELOCATION REPORT

Pursuant to ORS 457.087(9), this report must include: (a) an analysis of existing residents or businesses that may be required to relocate temporarily or permanently as a result of any of the proposed projects identified in Section 2.1, above; (b) a description of the methods to be used for the temporary or permanent relocation of such residents or businesses; and, (c) an enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and the new units to be added.

It is not anticipated that any of the proposed projects identified in Section 2 will require or result in the temporary or permanent relocation of any residents or businesses. In addition, it is not anticipated that any of the proposed projects identified in Section 2 will require or result in the alteration or destruction of any existing housing units. To the extent that temporary or permanent relocation is necessary, Prosper Portland and Portland Housing Bureau 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. New housing units anticipated to be added within the TIF District are enumerated in Section 2.

Attachments to Report

A. Existing Conditions Report

Attachment A. Existing Conditions

Physical Conditions

This section describes the physical conditions of the TIF District, including existing land uses, zoning designations, and comprehensive designations.

Land Use

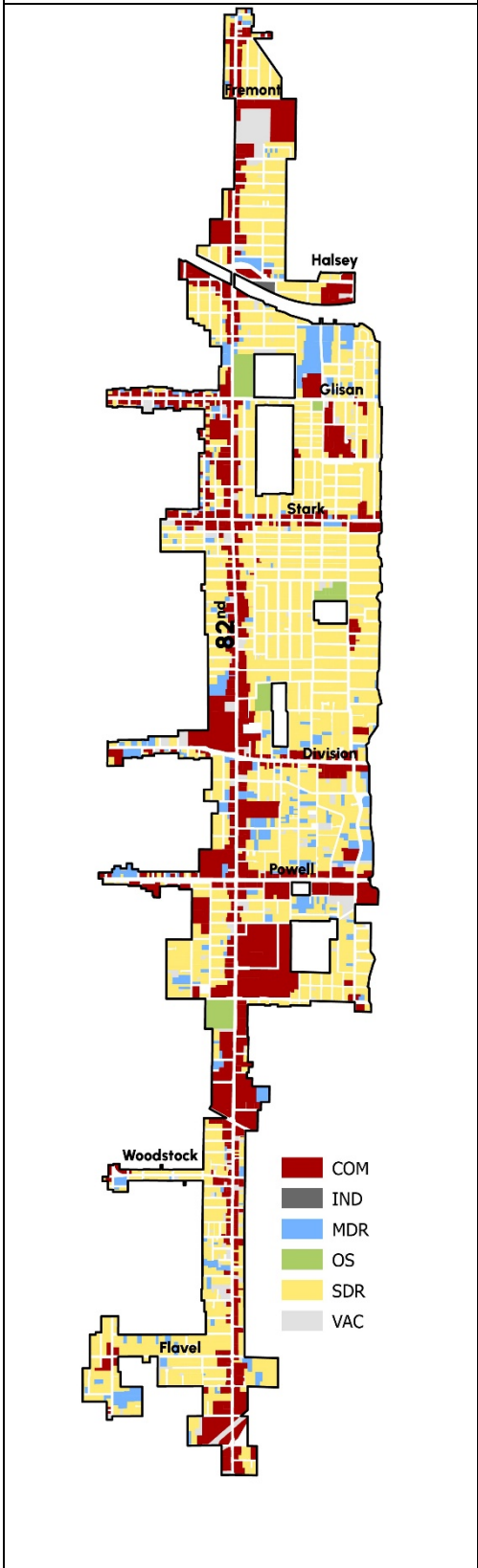
82nd Avenue forms the commercial spine of the TIF District, with residential uses surrounding the corridor. The existing land uses on existing properties within the 82nd Ave Area TIF District are shown in Figure B. The TIF District comprises 1,868 acres, with 1,412 acres consisting of land within tax lots and the remaining 459 acres in the right-of-way, as summarized in Table . Commercial uses make up 22 percent of the area, mostly along 82nd Avenue and along intersecting arterial streets such as NE Glisan, SE Stark, SE Division, and SE Powell Streets. Multi-dwelling uses make up just six percent of the TIF District’s acreage. The majority of housing in the TIF District is single-dwelling residential uses (42 percent of total TIF District acreage). Four percent of acreage and parcels are vacant, totaling more than 67 acres across 329 parcels.

Table M. Existing Land Use, 82nd Ave Area TIF District, 2024

	PARCELS	SHARE	ACRES	SHARE
Single-Dwelling Residential	5,794	77%	784.1	42%
Multi-Dwelling Residential	331	4%	110.3	6%
Commercial	863	12%	409.5	22%
Industrial	1	0%	1.7	0%
Vacant	329	4%	67.0	4%
Rural	14	0%	29.8	2%
Right of Way	110	1%	455.4	24%
Other	36	0%	10.2	1%

Source: Regional Land Information System (RLIS), 2024

Figure B. Land Use, 82nd Ave Area TIF District



Zoning

Along 82nd Avenue and key commercial nodes, many commercial properties are zoned CM2 (Commercial Mixed-Use 2) with the remainder zoned CE (Commercial Employment), EG1 (General Employment), or CM3 (Commercial Mixed-Use 3). Figure C shows zoning designations of land within the TIF District boundary.

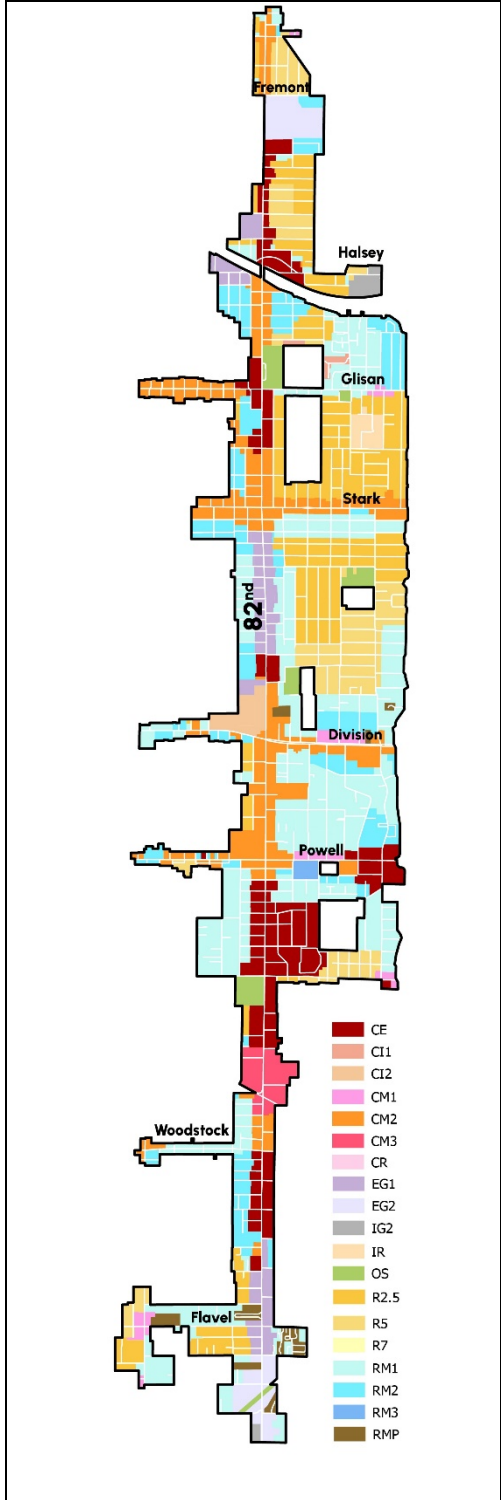
Over half of the acreage of the TIF District is zoned for residential development. Table N highlights the density of single-family residential areas in the TIF District with nearly two-thirds of the residential areas zoned R2.5 and one-third zoned R5. Of the areas zoned for multi-dwelling residential, two-thirds are zoned RM1 which is a smaller-scale multi-dwelling designation mostly found adjacent to single family residential zoning to act as a transition between residential zones and higher scale or commercial uses. The remaining RM2 areas are designated for medium-scale residential development.

Table N. Parcel Acres by Zoning, 82nd Ave Area TIF District, 2024

	ACRES	SHARE
Commercial Employment (CE)	192.7	10%
Campus Institutional 1 (CI1)	6.6	0%
Campus Institutional 2 (CI2)	20.0	1%
Commercial Mixed Use 1 (CM1)	24.8	1%
Commercial Mixed Use 2 (CM2)	248.5	13%
Commercial Mixed Use 3 (CM3)	31.5	2%
Commercial Residential (CR)	0.2	0%
General Employment 1 (EG1)	76.0	4%
General Employment 2 (EG2)	52.7	3%
General Industrial 2 (IG2)	11.7	1%
Institutional Residential (IR)	14.0	1%
Open Space (OS)	38.9	2%
Residential 2,500 (R2.5)	309.6	17%
Residential 5,000 (R5)	158.2	8%
Residential 7,000 (R7)	0.1	0%
Residential Multi-Dwelling 1 (RM1)	462.0	25%
Residential Multi-Dwelling 2 (RM2)	190.8	10%
Residential Multi-Dwelling 3 (RM3)	6.1	0%
Residential Manufactured Dwelling Park (RMP)	23.8	1%

Source: Bureau of Planning & Sustainability, 2024

Figure C. Zoning, 82nd Ave Area TIF District



Comprehensive Plan

Under the Portland 2035 Comprehensive Plan, 82nd Avenue is designated as a "Civic Corridor" which is a street with high-quality transit service, multimodal facilities, mid-rise development, and landscaping. This designation is part of a broader effort to make the corridor safer, more accessible, and more pedestrian-friendly. Figure D shows the Comprehensive Plan Designations within the TIF District. The designations prescribe the intended future development types and scales. The Comprehensive Plan emphasizes mixed-use and multi-dwelling land uses in the 82nd Ave Area TIF District. Designations along the 82nd Avenue corridor include Mixed Use – Civic Corridor, Mixed Employment, and Mixed Use – Urban Center, which are each high-scale, transit-oriented development designations. Although Comprehensive Plan and zoning designations allocate approximately 35 percent of acreage to multi-dwelling residential uses, only 5 percent of the TIF District’s acreage is currently occupied by multi-dwelling uses.

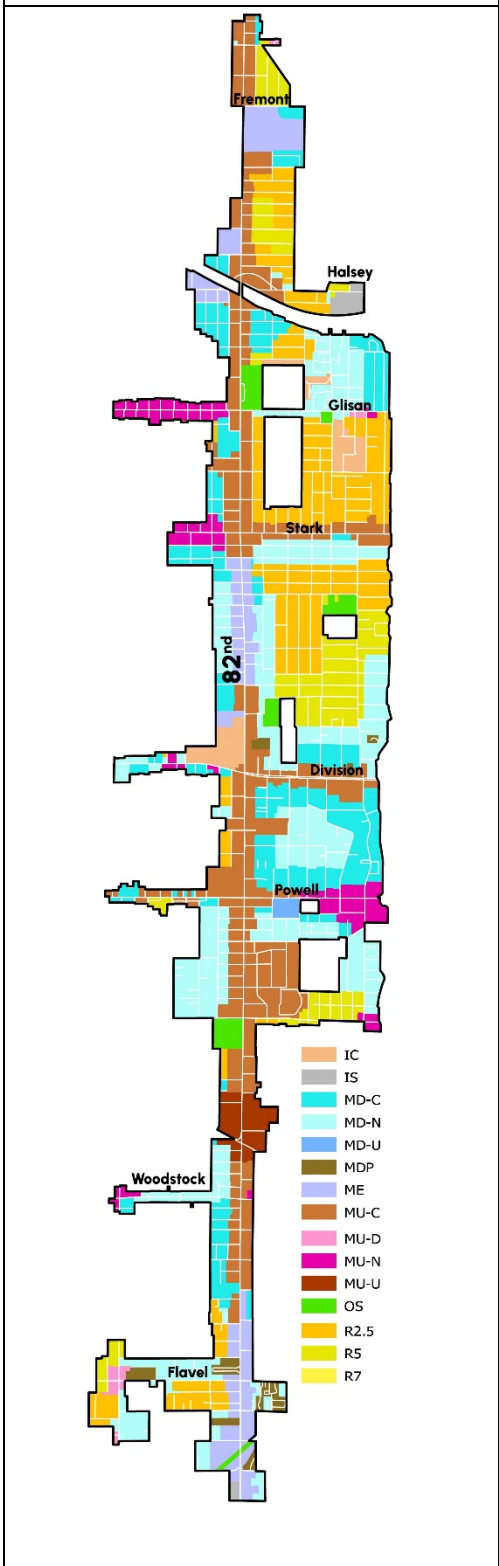
Table O. Parcel Acres by Comprehensive Plan Designation, 82nd Ave Area TIF District

	ACRES	SHARE
Industrial Sanctuary (IS)	11.7	1%
Mixed Employment (ME)	128.7	7%
Mixed Use – Civic Corridor (MU-C)	392.6	21%
Mixed Use – Dispersed (MU-D)	9.0	0%
Mixed Use – Neighborhood (MU-N)	80.8	4%
Mixed Use - Urban Center (MU-U)	32.5	2%
Multi-Dwelling – Corridor (MD-C)	256.9	14%
Multi-Dwelling – Neighborhood (MD-N)	392.6	21%
Multi-Dwelling - Urban Center (MD-U)	6.1	0%
Institutional Campus (IC)	43.9	2%
Open Space (OS)	38.9	2%
Manufactured Dwelling Park (MDP)	23.8	1%
Single - Dwelling 2,500 (R2.5)	300.7	16%
Single - Dwelling 5,000 (R5)	149.5	8%
Single – Dwelling 7,000 (R7)	0.1	0%

Source: Bureau of Planning & Sustainability, 2024

#

Figure D. Comprehensive Plan Designations, 82nd Ave Area TIF District



Infrastructure

This section discusses the existing conditions of the area’s infrastructure and explains the need for many of the Plan’s projects. The Plan does not attempt to fund every infrastructure project that the City has planned or considered in the TIF District boundary.

TRANSPORTATION

82nd Avenue started as a dirt farm-to-market road and is now a major transportation spine in East Portland running six miles north to south within the TIF District. It is a major north-south arterial road that supports high vehicle volumes, including significant freight traffic due to its designation as a state highway.

In 2022, ownership and maintenance responsibilities for 82nd Avenue transferred from the Oregon Department of Transportation (ODOT) to the City of Portland. Through this jurisdictional transfer, the City of Portland aims to transition 82nd Avenue (part of Oregon Route 213) into a more urban, community-focused corridor. The decision came in response to longstanding concerns from residents and local leaders about the state-managed road's condition and safety.

Through an initiative called Building a Better 82nd Avenue, the transfer allows for local control over road improvements and better integration of 82nd Avenue into the city's broader urban planning goals, including enhanced pedestrian safety, improved public transit services, and overall street modernization to support local businesses and communities. PBOT has reached over 5,000 local stakeholders in 2023 to identify their priorities and concerns for the corridor. Key themes from this outreach are summarized in this section.

Street Network

The 82nd Avenue corridor intersects with several major thoroughfare that feature businesses and services and serve as connectors to other neighborhoods in Portland. These include:

- **NE Glisan Street**, classified as a District Collector, is a four-lane roadway with a center turn lane or a two-lane roadway with on-street parking and a center turn lane. The segment within the TIF District boundary from NE 72nd Avenue to NE 82nd Avenue is also classified as a Neighborhood Main Street, which emphasizes multimodal access to the growing business district in this area.
- **SE Division Street**, classified as a Neighborhood Collector west of 82nd Avenue and a District Collector to the east of 82nd Avenue, is a major five-lane east-west roadway with on-street parking, or four-lane road with a median. It serves as a vital commercial connector between East Portland and the broader metropolitan area featuring a diverse array of businesses, shops, restaurants, and services that cater to the needs of the local community.
- **SE Powell Boulevard**, classified as a Major City Traffic Street and also a segment of U.S. Highway 26, is a two- or three-lane roadway, including a center turn lane.
- Other major streets include NE Halsey Street, NE Glisan Street, NE Stark Street, and SE Foster Road.
- Neighborhood Collectors – E Burnside Street, SE Holgate Boulevard, SE Woodstock Boulevard, and SE Flavel Street.

Of the 11 corridors identified for improvements in the East Portland Arterial Streets Strategy, six intersect the 82nd Ave Area TIF District.⁵ These corridors are characterized by a high number of collisions, narrow sidewalks, unsignalized intersections, and unprotected bike lanes. Few of the corridors meet PBOT’s pedestrian crossing guidelines. Planned improvements include reductions in vehicle travel lanes, increased buffering for bike lanes, additional street lighting, improving pedestrian crossings and other traffic calming measures.

Within the TIF District, there are 2.25 miles of gravel roads. These roads face increased maintenance costs or fall into disrepair, causing safety concerns for local residents.

Road Safety

A safe road network is critical to revitalization of 82nd Avenue as a business district and community corridor. In 2023, average daily traffic volumes on 82nd Avenue within the boundaries of the TIF District were approximately 13,000 (northbound) and 10,000 (southbound) vehicles per day⁶ and vehicle speeds are consistently higher than the posted speed limit throughout the corridor.

82nd Avenue has a history of serious crashes and is part of the Vision Zero High Crash Network, the 30 streets with the highest number of crashes in Portland. From 2017 to 2021, there were 100 serious injury crashes and nine fatal crashes within the TIF District. During this period, 86 pedestrians and 39 bicyclists were hit by motor vehicles.⁷ Along the broader 82nd Avenue Corridor, factors contributing to these crashes included movements in and out of driveways and left turns outside of signalized intersections. A majority of fatal incidents and more than half of all pedestrian-involved crashes occurred at night, demonstrating the importance of investments in additional and improved lighting along the corridor.⁸

Public Transit

Effective public transportation is critical in this area, given that many residents do not get around by car for their daily needs.

Several high-frequency bus routes in the TIF District serve riders who depend on transit to reach destinations in the TIF District and beyond. The TIF District is served by TriMet bus lines:

- **Line 72** (Killingsworth/82nd Avenue) runs north-south along 82nd Avenue and has the highest transit ridership among all of TriMet’s bus routes, with 9,500 riders per weekday in Spring 2023.⁹ The corridor services as a north-south connection that intersects with several east-west bus routes.
- **TriMet FX2-Division** is the main transit service along SE Division Street. The Division Transit Project introduced the FX2-Division, which operates with 60-foot articulated buses and expanded bus stations for a more efficient and comfortable ride. Buses on this route arrive every 12 minutes, making it a high-frequency transit line.
- **Line 9** (Powell Boulevard) runs along SE Powell Boulevard, connecting Gresham Central Transit Center with Southeast Portland, South Waterfront, and Portland City Center via the Tilikum Crossing. This route

⁵ Portland Bureau of Transportation, “East Portland Arterial Streets Strategy,” May 2021.

⁶ According to data supplied by the Portland Bureau of Transportation. Count location was south of Burnside Street.

⁷ Oregon Department of Transportation, Crash Data System. Available:

<https://www.oregon.gov/odot/data/pages/crash.aspx>.

⁸ Portland Bureau of Transportation, “82nd Avenue Corridor Atlas,” n.d., p. 46. Available:

<https://www.portland.gov/transportation/planning/82nd-avenue/documents/82nd-avenue-corridor-atlas/download>.

⁹ TriMet Route Ridership Report – Spring 2023 - Weekday. Available:

[https://trimet.org/about/pdf/route/2023spring/route_ridership_report_\(sorted_by_route\)_weekday.pdf](https://trimet.org/about/pdf/route/2023spring/route_ridership_report_(sorted_by_route)_weekday.pdf).

is designated as a frequent service line, with buses running every 15 minutes or less throughout most of the day.

- **Line 14** (Hawthorne/Foster) runs along SE Foster Boulevard connecting Lents Town Center with Southeast Portland and Portland Center City. This route is designated as a frequent service line, with buses running every 15 minutes or less throughout most of the day.
- **Line 17** (Holgate/Broadway) runs along SE Holgate Boulevard connecting the Powellhurst neighborhood east of Interstate 205 with Southeast Portland, South Waterfront, and Portland Center City via the Tilikum Crossing. The northern segment of the route connects to the Rose Quarter, Lloyd District, and Northeast Portland. This route is designated as a frequent service line, with buses running every 15 minutes or less throughout most of the day.
- **Line 20** (Burnside/Stark) connects Beaverton, Center City Portland, East Portland, and Gresham. This route is designated as a frequent service line, with buses running every 15 minutes or less throughout most of the day.
- Numerous other bus lines intersect with the TIF District, connecting diverse residential and commercial areas. However, bus service efficiency is often hampered by 82nd Avenue's congestion, especially in the Jade District between SE Division Street and SE Holgate Boulevard.

The Portland Bureau of Transportation's (PBOT) Building a Better 82nd project identified the need for enhancements such as better signal timing and bus infrastructure to improve transit flow. As part of this work, PBOT and Metro conducted engagement with local stakeholders and the business community. Key priorities include ensuring that customers can access businesses during construction and that employees who rely on transit have safe and timely services. There is also a need to protect freight delivery access to businesses, as there is concern that making driving difficult could result in a loss of business.

The 82nd Avenue MAX station is located in the middle of the TIF District, with direct service to downtown Portland, Portland International Airport, and Gresham. The Green Line MAX Line runs parallel to the TIF District along Interstate 205, providing transit connections to key destinations, including Clackamas Town Center and downtown Portland.

Pedestrian and Bicycle Facilities

Building a more walkable urban corridor that continues to foster a diverse business base will be critical to the success of 82nd Avenue. PBOT's 82nd Avenue Critical Fixes project is delivering urgent safety and maintenance repairs to the corridor, including paving, improved and signalized pedestrian crossings, street lighting, signage, striping, and sidewalk accessibility. In the long term, PBOT's 82nd Avenue Civic Corridor Investment Strategy identifies and prioritizes key investments needed in transportation infrastructure to improve conditions on the corridor.

The TIF District faces many challenges that PBOT will be working to overcome over the next several years, with projects identified through the investment strategy expected to begin construction in 2026. The current design of 82nd Avenue and several other arterials in the TIF District favor vehicles through traffic, with wide travel lanes and narrow unbuffered sidewalks that do not meet current City of Portland or American with Disabilities Act (ADA) standards. Within the 82nd Avenue District, just 46 percent of streets have sidewalk coverage.

Because 82nd Avenue bisects many neighborhoods, residents and visitors must cross the corridor to access parks, schools, businesses, services, and places of worship. The existing street design of 82nd Avenue contributes to a high rate of traffic incidents and pedestrian-involved crashes, making it one of the more dangerous roads in Portland. Pedestrian fatalities per capita are twice as high in East Portland compared to the city overall. Despite

82nd Avenue’s relatively dense urban setting, this lack of infrastructure poses safety risks and discourages non-vehicle travel, as documented in the East Portland Action Plan. In 2023, PBOT conducted outreach related to the 82nd/Glisan and Davis project and received 209 responses revealing strong support for street improvements aimed at enhancing walkability and safety.

No bike lanes exist on 82nd Avenue, and challenges remain to accommodate them along the corridor. PBOT has established several neighborhood greenways that run parallel to the corridor. Key east-west bikeway connections running through the corridor include NE Siskiyou, NE Tillamook, SE Yamhill, and SE Mill Streets. Neighborhood bikeways and greenways often have traffic calming and bike infrastructure without separation from motorized vehicles, and oftentimes do not have appropriate facilities for bikes to safely cross 82nd Avenue. Building a Better 82nd Avenue has identified crossing improvements for many of these east-west routes.

SANITARY SEWER AND STORMWATER SYSTEMS

This summary is not a comprehensive summary of the BES’s risk or assets, nor does it include a full list of the BES’s Capital Improvement Projects or priority work as of 2024.

More than half of the TIF District is served by separated sewers. The rest of the TIF District is served by combined sewers. The area intersects with the Gregory Heights, NE Broadway, Altamead, Brooklyn, and South Lents sanitary basins and the Stark, Taggart B/C, and Lents combined sewer basins. Multiple pump stations serve the areas within the TIF District—though they may not be located within the TIF District boundary—including the Sullivan, Fremont, Broadway/87th Avenue, Altamead, Brooklyn, and SE 83rd Avenue stations. Improving the condition of the pump station portfolio has been identified as a BES priority. BES planning and design groups are working on multiple pump station improvement projects across the spectrum of the pump stations that BES owns or is responsible for maintaining. Most pump stations, except Fremont and SE 83rd Avenue, require condition upgrades. Broadway and 87th has recently moved into predesign. Other smaller pump stations will be prioritized for rehabilitation as resources are available.

Within the TIF District, approximately 34,600 linear feet of sanitary sewer pipe are rated as in poor or very poor/needs attention condition (about 12 percent of the sewer pipes, by length, in the District).

Most stormwater is managed by sumps (Underground Injection Control facilities). The TIF District has few storm pipes that direct flow to green infiltration facilities. The condition of more than two thirds of the existing storm pipe in the area is unknown.

Table P: Sewer and Storm Pipe Condition Summary for 82nd Ave Area TIF District

PIPE CONDITION SCORE	STRUCTURAL GRADES	SEWER PIPE LENGTH (FT)	SEWER PERCENT BY LENGTH	STORM PIPE LENGTH (FT)	STORM PIPE PERCENTAGE
Unknown	Unknown	7,511	2.6%	14,903	67.4%
Excellent	1	181,393	61.7%	3,950	17.9%
Good	2	34,935	11.9%	1,109	5.0%
Fair	3	35,356	12.0%	2,008	9.1%
Poor	4	26,915	9.2%	135	0.6%
Very Poor/Needs Attention	5	7,728	2.6%	NA	NA
Total		293,839	100.0%	22,105	100.0%

Source: Portland Bureau of Environmental Services, 2024

Potential Issues and Concerns

The Bureau of Environmental Services (BES) lacks condition assessment data for sumps in this TIF District. Approximately 75 percent of sumps either lack installation date information or are past their expected useful life of 30 years. Some of these sumps may require immediate replacement if they fail to provide adequate infiltration. Additional sumps or stormwater collection improvements may be required in locations where development occurs, especially where curbs are added to currently unimproved streets.

Planning Priorities

This area intersects with large-diameter rehabilitation work zones in the Lents basin (LEN02 and LEN03). These work zones are considered high risk due to condition or the consequences of service failure, and are on BES's list of future planning priorities.

WATER INFRASTRUCTURE

The water delivery system, transmission capacity, and supply will be able to serve new development in this TIF District over the life of the TIF District and beyond.

A significant portion of the water infrastructure work along the southeast segment of 82nd Ave is still ongoing as of 2024. Some small water pipes within the District are slated for replacement. Ongoing streetscape improvements, including road diets and traffic calming measures, have the potential to create conflicts with the existing water infrastructure.

Adjusting the streetscape can lead to the need for rerouting or reinforcing water lines to accommodate new road configurations and pedestrian-friendly designs. As the District undergoes road improvement projects, planning for concurrent updates to outdated water infrastructure can reduce overall costs and minimize disruption to the community.

PARKS

Existing Parks

Montavilla Park and Community Center is the only existing public park within the District, though Glenhaven Park is immediately west of the District at NE Siskiyou Street. As is the case with parks across the City, funding streams for repair, replacement, and ADA compliance updates for park facilities in this district are deficient. During previous East Portland planning processes, community members identified the need for additional parks, green spaces and community gardens. Given the mix of uses and large parking lots, there could be opportunities to acquire and develop or provide shared space, for additional community gardens in unused right-of-way, and other underused sites. Additional investments could help to support residents' use of local parks, including bike lockers, ADA improvements for existing infrastructure, and transit access. During future parks planning processes, the community emphasized the need for community in designing parks that are culturally responsive and address urban heat island effects.

Level of Service

The City of Portland’s Parks 2020 Vision includes the goal that there will be a developed park or natural area within a half-mile (10-minute to 15-minute walk) of every resident and a full-service community center within three miles of every resident. Portland Parks and Recreation has assessed levels of service throughout the city. According to their data, within the TIF District, 86 percent of housing units are within a half mile of a park which is on par with Portland averages. Note that while the level of service provides a quantitative measure of park provision it does not assess park quality, conditions, amenities, or accessibility.

Planned Parks and Trails

Portland Parks and Recreation Department is planning for several park investments within this corridor, including renovations of the Montavilla Community Center, a planned park between SE Division Street and SE Powell Boulevard, and a trailhead at SE 82nd Ave to the Springwater Corridor.

Environmental Challenges

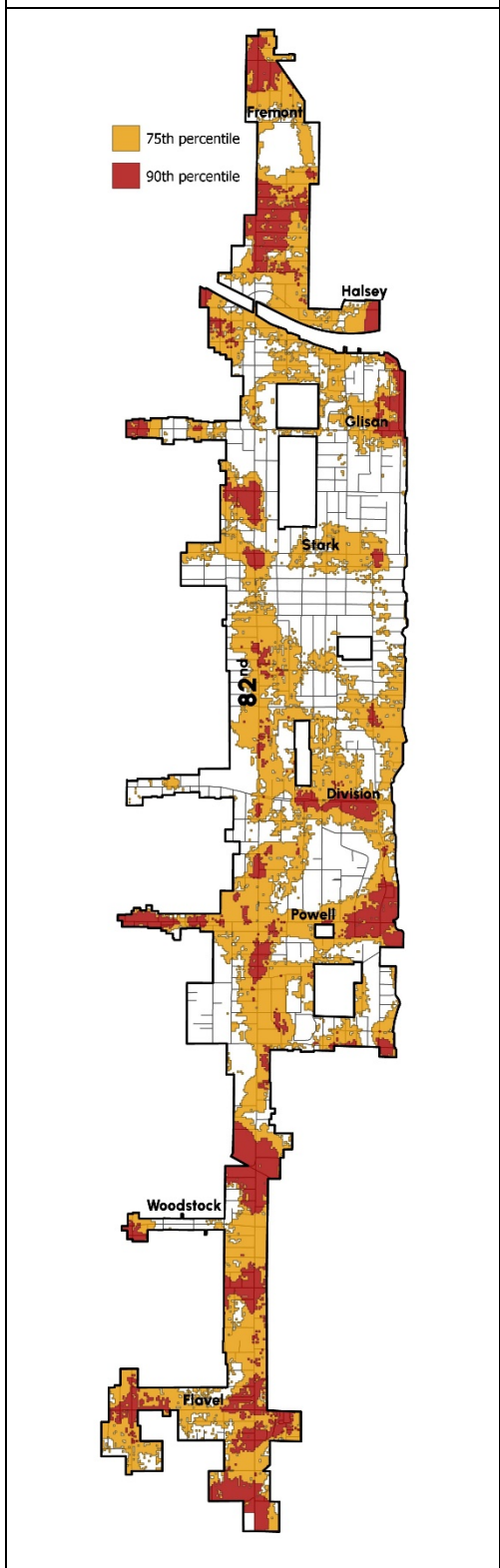
URBAN HEAT ISLANDS

Urban heat islands are urbanized areas that are significantly warmer than nearby areas. These areas can have daytime temperatures that are 1–7 degrees hotter and nighttime temperatures that are 2–5 degrees hotter than other surrounding areas. Climate change exacerbates this phenomenon, with regions like the Pacific Northwest experiencing average temperature increases of nearly 2 degrees since 1900 and more frequent heat waves.¹⁰

Many factors contribute to higher urban temperatures, but two of the most important are the share of impermeable, heat-absorbing surfaces like asphalt and concrete and the amount of tree cover and green spaces that cool the air with shade and moisture. Heat islands can increase energy consumption for cooling, leading to higher electricity bills and more pollution. Additionally, heat islands can cause health problems like heat stroke and exacerbate respiratory issues, especially for vulnerable populations and can also damage critical infrastructure.

The intensity of urban heat islands disproportionately affects low-income residents and BIPOC communities, often in formerly redlined areas where industrial development compromised environmental

Figure E. Percentile of Average Temperatures, 82nd Ave Area TIF District



¹⁰ U.S. Department of Agriculture, “Urban Heat Islands in the Northwest,” (n.d.). Available: <https://www.climatehubs.usda.gov/hubs/northwest/topic/urban-heat-islands-northwest>.

and public health. These communities continue to suffer from fewer natural amenities and heightened heat island effects in many places. Multnomah County’s report on the 2021 heat dome event indicates that 59 percent of the people who died from heat-related illness lived in areas with the highest mean temperatures.¹¹

About 66 percent of the housing units in the TIF District are in the 75th percentile or higher of all temperature readings in the region, compared with 57 percent of housing units citywide, as shown in Figure E.¹² A lack of street trees and on-site trees contributes to the area’s urban heat island effect, due to the many large surface parking lots in the area and the 43 percent of land area that is in the right-of-way. Street trees also mitigate air pollution by absorbing particulate matter and preventing the formation of secondary pollutants.

Increasing tree canopy, vegetation, and green infrastructure has been identified as a community priority in many plans within the 82nd Ave Area TIF District boundary. The East Portland Community Prosperity Initiative 2021 Engagement Report and Portland African American Leadership Forum 2017 People’s Plan called for tree plantings and community garden investments in underserved neighborhoods. The 82nd Avenue Business Association has endorsed projects to mitigate the area’s heat islands, recognizing their potential to make the area more attractive to customers and residents while addressing long-standing safety concerns.

BROWNFIELDS

Given the presence of numerous legacy auto-oriented businesses and older commercial buildings on 82nd Avenue, the TIF District contains many potential brownfield sites that could add to the redevelopment costs. Several sites along the corridor have ongoing remediation needs, as outlined in the Oregon DEQ ECSI database. In 2013, the City conducted an inventory¹³ of potential brownfields by identifying vacant or underutilized properties from the City’s Buildable Lands Inventory and cross-referencing them with the Oregon State Department of Environmental Quality (DEQ) inventory of environmental cleanup sites and leaking underground storage tanks. It is important to note that although these sites have been flagged by the DEQ, contamination has not been confirmed for many of them. Detailed Phase 1 and Phase 2 environmental site assessments would provide greater detail about the environmental status of these sites. This inventory indicated that there were over 57 acres of brownfield sites in commercial corridors in East Portland, including 82nd Avenue.¹⁴

Social Conditions

This section provides an overview of demographic conditions within the TIF District. All data within this section were compiled from the United States Census Bureau’s 2018–2022 American Community Survey (ACS) 5-year estimates. The project team assembled data from 46 United States Census Bureau block groups that provide the best representation of demographic and social characteristics of the area. These block groups encompass an area that is larger than the boundary of the TIF District.

¹¹ Multnomah County, “Health Impacts from Excessive Heat Events in Multnomah County, Oregon, 2021,” June 2022), p. 14. Available: https://www.opb.org/pdf/multco-heat-report-final-06262022_1656296951051.pdf.

¹² ECONorthwest analysis of data from City of Portland Bureau of Planning and Sustainability and Metro RLIS.

¹³ Portland Bureau of Planning and Sustainability, “Brownfields,” (map). Available: <https://www.portlandmaps.com/bps/brownfields/>.

¹⁴ E.D. Hovee & Company, ECONorthwest, Redevelopment Economics, Maul Foster Alongi, “Portland Brownfield Assessment, Final Report,” December 2012. Available: <https://www.portland.gov/sites/default/files/2020-02/portland-brownfield-assessment-final-report-with-appendices.pdf>.

Population and Population Growth

The TIF District’s population has grown at a slower rate compared to the City of Portland as a whole. An estimated 44,714 people live in the 82nd Ave Area TIF District. Between 1990 and 2022, the TIF District’s population increased by 127 percent while the City of Portland’s population increased by 134 percent.¹⁵

AGE

The TIF District’s population is younger compared to the rest of Portland. Youth under the age of 18 make up 17 percent of both the TIF District’s population and the City’s population, while working age residents (aged 18–64) make up 70 percent of the population compared to 69 percent of the City’s population. Seniors make up 13 percent of the district’s population compared to 14 percent of Portland’s population.¹⁶

RACE AND ETHNICITY

The 82nd Ave Area TIF District has a diverse community with a higher share of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole. BIPOC residents make up 38 percent of the District’s population, which is 6 percentage points higher than Portland’s population of BIPOC residents. The predominant BIPOC racial groups are Asian, non-Hispanic (16.1 percent) followed by Hispanic of any race (10.1 percent).¹⁷

Educational Attainment

Educational attainment in the TIF District is lower than Portland’s overall educational attainment. While more than 50 percent of Portland residents have a four-year degree or higher, only 39 percent of those residing in the TIF District have achieved this level of education. Additionally, the share of residents without a high school diploma is three percentage points higher in the TIF District.¹⁸

Commute Time and Transportation Mode

District residents are more likely to drive, carpool, or take public transit than Portland residents. Residents are less likely to work from home and are less likely to use active transportation for their commutes. The greatest disparity exists in the ability to work from home; the share of District residents who work remotely is six percentage points lower than Portland’s share of remote workers. Most residents have a commute time up to 44 minutes, consistent with Portland averages.

Economic Conditions

The following are economic trends identified in ACS data and other sources like the Quarterly Census of Employment and Wages (QCEW) and CoStar that have implications for new development in the 82nd Ave Area TIF District:

¹⁵ U.S. Census Bureau, Decennial Census 1990, 2000, 2010, 2020.

¹⁶ U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B01001.

¹⁷ U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B03002.

¹⁸ U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B03002.

- **The TIF District’s population is growing, but not as fast as Portland’s.** Population has increased by over 127 percent since 1990. However, the area has not captured the same rate of population growth experienced throughout Portland, which grew by 135 percent over same period.
- **Residents are vulnerable to changing economic conditions, making displacement more difficult to prevent.** The BPS Economic Vulnerability Assessment determined a score of 66 for the District’s Census tracts, with any score over 60 considered a vulnerable tract. Economic vulnerability means that residents are more likely to pay a large share of their income toward housing and transportation, belong to communities of color, lack college degrees, and have low incomes.¹⁹
- **Housing cost burden affects over half of households.** More than half of the TIF District’s renter households experience cost burden, meaning they spend over 30 percent of their income on housing. The TIF District is four percentage points more cost burdened than the City of Portland, as summarized in Table QQ. The greatest disparity is in the number of severely cost-burdened households, who spend more than 50 percent of their income on housing. Thirty percent of District renter households are severely cost burdened, six percentage points higher than in the City of Portland.

Table Q. Cost Burden, 82nd Ave Area TIF District and Portland, 2022

	82ND AVE AREA TIF DISTRICT	PORTLAND
Burdened	22%	24%
Severely Burdened	29%	24%
Total Burdened	51%	48%

Source: U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B25070.

#

- **Household income is lower in the TIF District.** Compared to Portland, a greater share of households earn less than \$50,000 (35 versus 30 percent) and a smaller share of households earn over \$150,000 (17 versus 25 percent). Overall, Median Household Income in Portland is \$85,876 compared to \$78,597 in the TIF District.²⁰

Business and Employment Conditions

The 82nd Ave Area TIF District is centered on a major commercial corridor with over 1,000 businesses, ranging from national chains in large shopping centers to small family-owned shops. While the 82nd Ave Area TIF District is a hub within the city for retail and service businesses, the area has a low share of Portland’s overall employment (1.9 percent) compared to its population (8.4 percent) and wages for jobs located within the TIF District are lower on average compared to the city as a whole.

- **The 82nd Avenue commercial corridor is mostly composed of service and retail establishments.** Table RR summarizes the share of establishments by industry, comparing the TIF District to Portland. The share of retail establishments is 11 percentage points higher in the TIF District compared with citywide business totals, which highlights the role the TIF District plays in providing services and retail goods both

¹⁹ U.S. Census Bureau, 2016–2020 ACS 5-year estimates, Tables B25106, B25010, B03002, B19013, B15002. Prepared June 19, 2022 by the Portland Bureau of Planning and Sustainability.

²⁰ ECONorthwest analysis of U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B19013.

locally and as a regional destination. The primary corridors within the TIF District, including 82nd Avenue and the east-west connectors, serve an important function providing daily goods and services to nearby residents and workers. Large format retailers located along these corridors also serve a broader regional market, including culturally-specific grocery stores and other retailers.

Table R. Share of Establishments by Industry, 82nd Ave Area TIF District and Portland, 2022

	82ND AVE AREA TIF DISTRICT		PORTLAND	
	Establishments	Share	Establishments	Share
Construction and Resources	56	5%	1,897	5%
Finance, Insurance and Real Estate	62	6%	2,910	6%
Manufacturing	30	3%	1,286	6%
Public Administration	suppressed	suppressed	173	3%
Retail	189	18%	2,615	8%
Services	654	62%	23,810	61%
Wholesale Trade, Transportation, and Utilities	57	5%	2,730	12%
Total	1,048	100%	35,421	100%

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2022

Note: Industries with a small number of establishments and employees are suppressed for reasons of confidentiality required by the Oregon Employment Department.

- **Average wages in the TIF District are less than the citywide average for all sectors.** There are 8,459 employees in the TIF District. Given the concentration of retail and service establishments along the 82nd Avenue corridor, employment in those sectors is the most common occupation for TIF District employees, making up 87 percent of jobs, as shown in Table S. Across all employment, average wages for jobs in the TIF District are \$32,954 compared with \$54,816 citywide. For each employment sector, average wages in the TIF District are lower than those same sectors in Portland as a whole, as shown in Table TT. The disparity in pay ranges from 18 percent lower in retail jobs and up to 47 percent lower in wholesale, transportation, and utilities jobs. Meanwhile, compared with citywide jobs, manufacturing or finance jobs are less common. These types of jobs can offer stable, living wages.

Table S. Share of Employment by Industry, 82nd Ave Area TIF District and Portland, 2022

	82ND AVE AREA TIF DISTRICT	PORTLAND
Construction and Resources	4%	5%
Finance, Insurance and Real Estate	2%	6%
Manufacturing	2%	6%
Public Administration	suppressed	3%
Retail	23%	8%
Services	65%	61%
Wholesale Trade, Transportation, and Utilities	5%	12%

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2022

Note: Industries with a small number of establishments and employees are suppressed for reasons of confidentiality required by the Oregon Employment Department.

Table T. Average Pay Per Employee, 82nd Ave Area TIF District and Portland, 2024

	82ND AVE AREA TIF DISTRICT	PORTLAND
Construction and Resources	\$26,300	\$39,300
Finance, Insurance and Real Estate	\$31,000	\$55,300
Manufacturing	\$29,600	\$42,100
Public Administration	suppressed	\$85,700
Retail	\$25,800	\$31,600
Services	\$24,200	\$39,500
Wholesale Trade, Transportation, and Utilities	\$34,200	\$61,900

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2022

Note: Industries with a small number of establishments and employees are suppressed for reasons of confidentiality required by the Oregon Employment Department.

- **Unemployment is higher in the TIF District than in Portland.** In 2022, the TIF District’s unemployment rate was 6.7 percent compared to 5.6 percent for Portland overall.²¹

Development Conditions

This section describes the condition of buildings within the TIF District along with current market conditions in the residential and commercial real estate sectors.

BUILDABLE LANDS

According to the Bureau of Planning and Sustainability Buildable Lands Inventory, the TIF District has 327 vacant parcels and 889 underutilized parcels. Vacant parcels have either no structure, or a structure that covers less than 5 percent of the site area. Underutilized sites are non-vacant sites where the adjusted market value is less than the value of the land. About 94 percent of vacant parcels and 90 percent of underutilized parcels are under 20,000 square feet, as summarized in Table U. Almost 40 percent of vacant and underutilized parcels are zoned for Commercial Mixed-Use 2 and Commercial Employment, as shown in Table V. The prevalence of small buildable parcels limits the potential for catalytic redevelopment projects to expand housing, employment, or commercial opportunities unless they can be combined with neighboring parcels into larger sites.

Table U. Vacant and Underutilized Parcels by Parcel Size, 82nd Ave Area TIF District, 2024

PARCEL SIZE (SQ. FT.)	VACANT PARCELS (%)	UNDERUTILIZED PARCELS (%)
>100,000	0%	1%
50,000-99,999	1%	1%
20,000-49,999	5%	8%
10,000-19,999	19%	35%
5,000-9,999	31%	49%
<5,000	44%	6%

Source: Portland Bureau of Planning and Sustainability, 2024

²¹ U.S. Census Bureau, 2018–2022 ACS 5-Year estimates, Table B23025.

Table V. Vacant and Underutilized Parcels by Zoning, 82nd Ave Area TIF District, 2024

	VACANT PARCELS (% OF PARCELS)	UNDERUTILIZED PARCELS (% OF PARCELS)
Commercial Employment	5%	7%
Commercial Mixed-Use 1	1%	1%
Commercial Mixed-Use 2	8%	13%
Residential 2,500	2%	2%
Residential 5,000	1%	1%
Residential Multi-Dwelling 1	8%	38%
Residential Multi-Dwelling 2	2%	9%

Source: Portland Bureau of Planning and Sustainability, 2024

BUILDING TO LAND VALUE RATIO

Analyzing a property’s assessed value for its land and structures helps evaluate the economic condition of existing development in the area. The relationship between a property's improvement value (buildings and other enhancements) and its land value, known as the Improvement to Land Value Ratio (I:L ratio), gives a high-level indication of development intensity. An I:L ratio over 1.0 suggests the property is less likely to be redeveloped, while a ratio of 1.0 or less indicates a higher potential for redevelopment.

Over half of the acreage (55 percent) in the TIF District has an I:L ratio of less than 1.0 compared to 42 percent of properties citywide, as shown in Table W. About 8 percent of properties (93 acres) in the TIF District have an I:L value of less than 0.25. This category includes the 67 acres in the TIF District that are vacant.

Table W. Improvement to Land Value by Acreage, 82nd Ave Area TIF District, 2024

	82ND AVE AREA TIF DISTRICT	PORTLAND
3 or higher	7%	14%
1–2.99	38%	43%
0.5–0.99	40%	29%
0.25–0.49	7%	7%
Less than 0.25	8%	7%

Source: CoStar, 2024 Q1

BUILDING AGE

The TIF District has a large share of older buildings, with 62 percent of buildings built before 1960 and another 2 percent with an unknown year built. This is greater than the City of Portland’s average of 58 percent of buildings built before 1960.

Buildings constructed before 1960 can contain hazardous materials and outdated systems that pose risks to current occupants. Many older buildings have insulation and flooring that contains asbestos, a chemical that poses severe respiratory risks if disturbed through decay or renovation. Lead-based paint, which was common before 1978, can cause serious health issues, particularly in children. Outdated electrical and heating systems increase the risk of fires, a particular risk in buildings that lack modern fire suppression systems and adequate exits. Aging plumbing systems can cause leaks and water contamination. Older buildings are also vulnerable to

seismic activity due to the absence of earthquake-resistant designs. Poor insulation and ventilation contribute to mold growth and poor air quality, and radon resistant new construction has only been required in Portland since 2013. Finally, older buildings often do not comply with modern building codes, making thorough inspections and renovations essential for safety and habitability.

RESIDENTIAL REAL ESTATE MARKET CONDITIONS

While the TIF District is aligned along a key commercial spine for East Portland and the city as a whole, the vast majority (88 percent) of existing uses within the TIF District boundary are residential. The neighborhoods within the TIF District serve an increasingly diverse community of residents, including many immigrants, as well as young families. Demand for housing in the area is relatively strong, but conditions in the real estate market present challenges to adding additional needed housing to meet community needs.

- Lower rents in the TIF District limit the potential for residential development, despite more demand for housing in the area.** Market-rate rents for multi-dwelling units in the 82nd Ave TIF District are about 20 percent lower than Portland as a whole, at an average of \$1.62 per square foot compared with \$2.04 citywide, as shown in Table X. Compared to areas of the city with comparable development costs and incentives, the TIF District’s low rents make the area less attractive for new residential development. This dynamic can be observed in the slower growth of multi-dwelling housing in TIF District compared to Portland overall. Between 2000 and 2024, the TIF District expanded its multi-dwelling housing stock by 125 percent compared to a 170 percent increase across the city. Fewer new housing units in the TIF District contributes to a lower vacancy rate (5.3 percent compared to 7.2 percent citywide) which indicates a more constrained housing market and higher demand for housing. Yet as of the first quarter of 2024, no new units were under construction in the TIF District. The 82nd Ave Area TIF District has seen a small share of middle housing development since the City of Portland’s Residential Infill Project code changes were adopted in 2020. Only three ADU permits have been filed in the TIF District area as of July 2022.²²

Table X. Multi-Dwelling Market Conditions, 82nd Ave Area TIF District, 2024

	82ND AVE AREA TIF DISTRICT	PORTLAND
Multi-Dwelling Units (% of year 2000 total)	125%	170%
Vacancy Rate	5.3%	7.2%
Under Construction (Units)	0	5,183
Asking Rent (per square foot)	\$1.62	\$2.04

Source: CoStar, 2024 Q1

- The TIF District lacks an adequate affordable housing supply.** According to the Portland Housing Bureau, the TIF District has 353 subsidized housing units out of a total of almost 9,500 homes. Of these units, 80 percent are designated for very low income (31–60 percent of Area Median Income) and 20 percent are designated for extremely low income (0–30 percent of Area Median Income). There are no

²² Cascadia Partners, “Residential Infill Project: Year-One Report,” June 2023. Available: <https://www.portland.gov/bps/planning/rip/documents/residential-infill-project-rip-year-one-report-full-report-june-2023/download>.

low-income (61–80 percent of Area Median Income) or moderate-income (81–100 percent of Area Median Income) subsidized housing units within the TIF District boundary. The small share of affordable housing contributes to the higher rate of cost burden for renter households within the TIF District, at 51 percent.

- **One quarter of the TIF District’s regulated affordable housing units are set to expire in the next 10 years.** Oregon Housing and Community Services maintains the Oregon Affordable Housing Inventory (OAHI) to track all regulated affordable housing projects and the dates when their affordability requirements are set to expire. Without new regulatory agreements to maintain affordability, these units could transition to rent on the open market. At least 79 percent of affordable housing units in the TIF District will expire, with 22 percent of the units set to expire within 10 years. The TIF district will lose a higher share of its regulated affordable housing in the next decade compared to the City of Portland, where 12 percent of units are set to expire.
- **Most multi-dwelling housing units in the TIF District are considered naturally occurring affordable housing (NOAH).** NOAH is generally defined as units whose rents are not regulated, but that rent on the open market at rates that are affordable to households earning 60 percent or less of Area Median Income. Often these buildings are older, with fewer building amenities, or in need of repair. NOAH properties are vulnerable to redevelopment and repositioning at higher rents, which can lead to displacement of existing residents. Approximately 87 percent of the TIF District’s market rate multi-dwelling units qualify as NOAH compared to 36 percent citywide.²³
- **Manufactured homes are the fifth most common type of housing in the TIF District.** There are eleven manufactured home parks in the TIF District that provide 313 housing units. Manufactured homes tend to be more affordable than other single-dwelling housing and provide an opportunity to build moderate wealth for their owners. Yet because manufactured homeowners do not own the land underneath their homes, they are especially vulnerable to increases in land rents and utility services for their homes, which can cause displacement.
- **Homeownership is more common in the TIF District, but home values are lower than the city median.** Sixty-two percent of residents are homeowners compared to 53 percent of Portlanders. In 2023, the median home sale price in the district was \$105,000 lower than Portland’s median home sale price.²⁴ Lower and slow-growing home values can make it difficult for homeowners to weather economic shocks or keep up with maintenance and critical repairs due to lower incomes and more limited access to home equity credit.
- **As higher density residential development increases, access to outdoor space may worsen for apartment residents.** Renters of multi-dwelling residential units may disproportionately experience limited access to outdoor spaces without development requirements to facilitate these amenities. The high-density residential zone (RH) requires no outdoor spaces. In some situations, such as in East Portland where the RH zone is located close to light rail stations, parking lots are the only places for children to play. Apartment residents have identified the need for having usable outdoor spaces located close by for activities such as children’s play and growing food. Currently, shared outdoor spaces that

²³ CoStar, 2024. Analysis by ECONorthwest, May 2024. This analysis includes rental properties with more than 10 units. ECONorthwest modeled rents for properties that were missing rent data based on similar features (size, building age, amenities, etc.) of properties with recorded rent data.

²⁴ Multnomah County Assessor and Portland Bureau of Planning and Sustainability.

are large enough to provide these opportunities are not required and often not provided with new multi-dwelling development.²⁵

OFFICE REAL ESTATE MARKET CONDITIONS

There are 100 office buildings and a total of 509,328 square feet in the corridor, with a concentration of office uses along SE Stark Street between 82nd Avenue and 91st Avenue. Office rents in the area are much lower than citywide averages, at \$19.23 per square foot compared to \$26.88 in Portland, as shown in Table Y. Growth in office space has slightly outpaced the city as a whole since 2003 and office vacancies are significantly lower than Portland averages, at 7 percent compared with 18 percent citywide. This growth and higher occupancy rates in the TIF District are driven by an increase in medical uses, which are often purpose-built and sometimes owned by their tenants. As of the first quarter of 2024, there are no new offices under construction within the TIF District or in Portland overall, likely due to the continuing effects of COVID-19 on remote work patterns.

Table Y. Office Market Conditions, 82nd Ave Area TIF District, 2024

	82ND AVE AREA TIF DISTRICT	PORTLAND
Inventory (% of year 2003 total)	115%	112%
Vacancy Rate	7%	18%
Under Construction (SF)	0	0
Asking Rent (NNN)	\$19.23	\$26.88

Source: CoStar, 2024 Q1

RETAIL REAL ESTATE MARKET CONDITIONS

Retail and service businesses form the largest share of commercial activity within the TIF District. Since 2000, however, retail inventory in the corridor has decreased slightly, compared with very slow growth in the City of Portland. Retail rents in the District are slightly lower than the Portland average, as shown in Table Z. The vacancy rate for retail uses within the TIF District is also lower (3.5 percent) than the city overall (6.6 percent), indicating considerable demand for affordable commercial spaces within the District’s business corridors. Despite this demand, there is no new supply in the development pipeline within the TIF District boundary.

Table Z. Retail CoStar Market Conditions, 82nd Ave Area TIF District, 2024

	82ND AVE AREA TIF DISTRICT	PORTLAND
Inventory (% of year 2000 total)	102%	116%
Vacancy Rate	3.5%	6.6%
Under Construction (SF)	0	509,669
Asking Rent (NNN)	No data	\$10.54

Source: CoStar, 2024 Q1

INDUSTRIAL REAL ESTATE MARKET CONDITIONS

The TIF District has 370,415 square feet of industrial development, and industrial inventory has increased slightly since 2000, but at a slower pace compared to Portland’s overall industrial inventory, as shown in Table AAAA. There may be additional demand for light industrial uses in the area, given the low vacancy rate of 3.5 percent. New development of industrial uses, however, will be limited to zones that allow those uses. Areas for

²⁵ Bureau of Planning and Sustainability, “Better Housing By Design Concepts Report,” 2017.

general industry form 1 percent of the zoned area of the TIF District, located along NE Halsey Boulevard and the southern end of 82nd Avenue. Smaller-scale industrial uses are allowed in an additional 7 percent of the TIF District, in general employment zones. These zoning conditions reflect the evolution of the corridor into a more urban commercial district.

Table AA. Industrial Market Conditions, 82nd Ave Area TIF District, 2024

	82ND AVE AREA TIF DISTRICT	PORTLAND
Inventory (% of year 2000 total)	102%	116%
Vacancy Rate	3.5%	6.6%
Under Construction (SF)	0	509,669
Asking Rent (NNN)	No data	\$10.54

Source: CoStar, 2024 Q1