

**PROSPER PORTLAND**

Portland, Oregon

**RESOLUTION NO. 7568**

**APPROVING THE SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR  
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;

**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 a TIF District located along the Parkrose/Columbia Corridor, and the priorities for investment within that district that could ultimately be codified in a new urban renewal plan (“TIF plan”) for that area; and

**WHEREAS**, as a product of this extensive community engagement process, a TIF plan was developed for a proposed new TIF district containing 1,550 acres including areas along NE Sandy Boulevard from the Sumner Neighborhood to Argay Terrace, including portions of the Columbia Slough and industrial corridor and including the Historic Parkrose Neighborhood Prosperity Initiative, with a proposed maximum indebtedness of \$310,000,000 to finance projects under the TIF plan (the “Sumner-Parkrose-Argay-Columbia Corridor TIF Plan” or “SPACC TIF Plan”).

**NOW, THEREFORE, BE IT RESOLVED**, that the Prosper Portland Board hereby approves the SPACC 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 SPACC 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 SPACC 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.

# **Sumner-Parkrose-Argay-Columbia Corridor (SPACC) Tax Increment Finance District Plan**

**August 28, 2024 Draft**

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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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner, Parkrose, Argay Terrace, Columbia Corridor and surrounding areas, Prosper Portland, and the Portland Housing Bureau, among others.

## SECTION 2. BACKGROUND AND CONTEXT

In East Portland, as private market pressures intensify, there is an urgent need for community-centered investments to help stabilize residents and small businesses and to support inclusive growth. According to the City's 2022 State of Housing Report, between 2016 and 2021, the median home sales prices citywide increased 17 percent to reach \$525,000 in 2021 and four neighborhoods in East Portland — 122nd-Divison, Centennial-Glenfair-Wilkes, Gateway, and Parkrose-Argay — showed the most significant increases in median home sales price (close to 30 percent or more), which disproportionately affect low-income communities and communities of color. Furthermore, East Portland has the highest percentage of employment concentrated in small business in the city - in 2021, the Oregon Employment Department estimated that 44 percent of all private sector employment was with a business with less than 20 employees.

Additionally in East Portland, ensuring adequate housing that is affordable for working families, people with disabilities, seniors, and low-income households are a high priority. The City's current policy of setting aside 45 percent of TIF revenues for affordable housing investments ensures that a significant portion of TIF supports the preservation or creation of affordable homes within the TIF District boundary. It is estimated that since 2000, TIF has funded approximately 5,900, or one-half, of all affordable housing units produced in Portland. Furthermore, East Portland and the Central City have the greatest capacity for new housing development given current zoning classifications.

The City's Comprehensive Plan identifies Sandy Blvd and 122nd Ave as a "Civic Corridor," and 148th as a "Neighborhood Corridor." It further identifies two neighborhood "centers" within the district: the Parkrose Neighborhood Center and Roseway Neighborhood Center. These centers are nodal locations where growth and community services are anticipated to be focused.

After four years of community building and co-creation, in 2022, Prosper Portland, the Portland Housing Bureau, and a coalition of community groups in the Cully neighborhood introduced the Cully Tax Increment Financing (TIF) District Plan. This innovative model for TIF usage emphasizes community stabilization and inclusive growth. Observing this approach, members of the East Portland Action Plan (EPAP) took a keen interest in the work being done in Cully. Inspired by the potential benefits, EPAP began convening a group in East Portland to discuss the possibility of implementing a similar model to fund long-held community goals.

The Cully TIF District Plan serves as a pioneering example of how targeted investment can support community resilience and inclusivity. By exploring a similar initiative, East Portland aims to address its unique challenges and leverage TIF funds to stabilize neighborhoods, support small businesses, and promote equitable growth. This effort underscores the importance of community-driven planning and

the potential for public agencies and neighborhood groups to achieve sustainable development and economic vitality in East Portland collaboratively.

In 2023, City Council passed Resolution 37623, directing Prosper Portland and the Portland Housing Bureau to begin a TIF exploration process for East Portland. With heightened concern about potential gentrification and displacement, the need for intentional, community-led development became evident. This exploration process aims to stabilize existing residents and businesses while fostering long-term inclusive growth and wealth-building.

Due to the significant vulnerability to displacement in the area, and with the goal of ensuring that current residents benefit from the investments and amenities generated through TIF resources, this Plan aims to uplift and empower Priority Communities. “Priority Communities” refers to the intended beneficiaries of the Sumner-Parkrose-Argay-Columbia Corridor TIF District, which are people systemically vulnerable to exclusion from the Sumner-Parkrose-Argay-Columbia Corridor area due to gentrification and displacement, including 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 women.

For the East Portland TIF Exploration, co-creation occurred with a Steering Committee made up of East Portland community stakeholders and district specific Working Groups made up of neighborhood representatives. Additionally, an extensive community engagement process was conducted to inform plan development that includes EPAP-facilitated community discussions. The specific exploration areas included in the East Portland TIF Exploration were established by Council and exploration boundaries for the individual TIF districts plans were initially established by the Steering Committee and were further refined by the working group members and broader community feedback.

The Sumner-Parkrose-Argay-Columbia Corridor district encompasses the area running East-West along NW Sandy Blvd where I-205 and I-84 intersect from roughly 82nd Avenue to 148th. The Parkrose area was platted in 1911 and was a small farming and residential suburb of Portland. A May 23, 1925 Oregon Journal article described the area as "Parkrose is a primary commuting center... It is one of the most progressive and promising commuting districts on the eastern border of the city." Parkrose was annexed into the City of Portland in 1980. The area is home to a diverse residential population, established industrial employers, the Parkrose School District, and many beloved locally owned businesses. The district is also adjacent to several assets including Linfield College, the Columbia River, the Columbia River Slough trail, and the PDX airport. The *Sumner-Parkrose-Argay-Columbia Corridor TIF District Report*, developed in support of this Plan, provides additional data on the demographic, physical, economic and social conditions along the corridor.

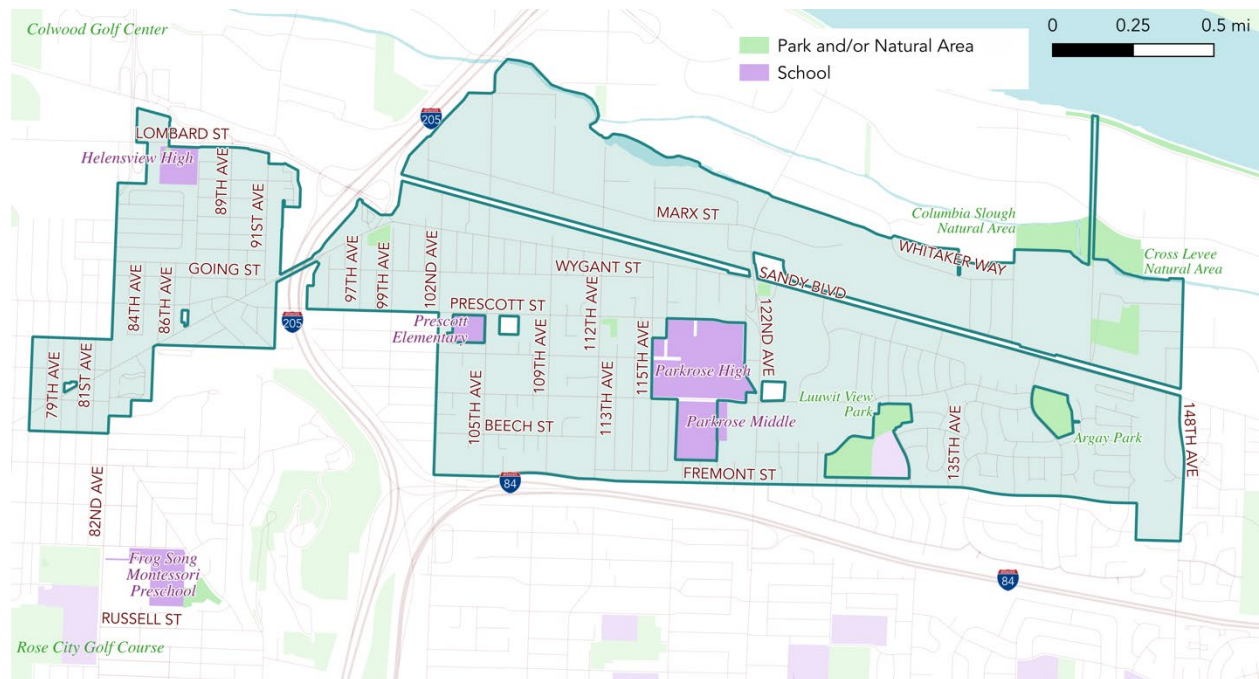
While the Sumner-Parkrose-Argay-Columbia Corridor area has many strengths, there is a need to provide growth and stability to the existing and future generations of residents, employees, and businesses in the district. The community envisions the future of this area to become an equitable and regenerative economic engine with a vibrant, healthy, and safe environment for established communities and generations to come.

There are several opportunities to provide economic prosperity, livability, and security in the neighborhood including investments to support affordable and market rate housing, living-wage jobs, community gathering spaces, safe multimodal transportation options, healthy and climate resilient

public infrastructure and industrial development. In particular, it will be important to address unsafe streets and mitigate the harmful health/environmental impacts of being located adjacent to Oregon’s largest industrial lands.

The need for these community-led investments will become increasingly urgent as development, gentrification, and climate change pressures escalate. Per the Parkrose Community Plan, between 2010 and 2019, the percentage of people of color in Parkrose declined from 43 percent to 35 percent, with the percentage of Black residents falling from 16 percent to 7 percent. The establishment of the Sumner-Parkrose-Argay-Columbia Corridor TIF district is a unique and timely opportunity to provide investments and developments to meet community’s needs and goals and to facilitate a vibrant, diverse, equitable, sustainable, livable community for existing and future generations.

**FIGURE 1: Sumner-Parkrose-Argay-Columbia Corridor 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

These shared values guided the process of planning, community engagement, and development of this Plan:

1. Diversity
2. Innovation
3. Stabilization,
4. Prosperous & Vibrant Community & Economy
5. Inclusive Change
6. Equity
7. Healthy & Safe District, including Community Spaces
8. Environmental Justice & Climate Resiliency
9. Support Current Resident’s Livelihood
10. Equitable and Inclusive Economic Growth
11. Sustainable, Regenerative Future (specifically with resources and capital)

### Section 3.2 – Vision

The long-term vision is to transform the Sumner-Parkrose-Argay-Columbia Corridor area and TIF District into a place that (numbers below are for reference only and do not reflect a prioritization):

1. Has increased vibrancy and livability;
2. Instills pride in the community and a desire to see continued investment;
3. Provides a distinct sense of place and ownership for its residents and businesses;
4. Supports businesses of all sizes; and
5. Provides housing, economic, and business opportunities for current residents, elders, youth, and those who have been historically marginalized or are economically vulnerable.

The area will have clean air; multimodal transportation options to safely access amenities; affordable housing options; thriving, diverse businesses and increased food security; rewarding employment opportunities; parks and open spaces; a clean and healthy environment; climate and natural hazard resiliency; with places and programs that reflect the full cultural diversity of the community and support community connections and gathering.

This plan envisions a district where:

1. All residents are empowered to participate in, guide and lead decision making in their communities, balancing the needs of current residents with those of future generations;
2. All residents feel a sense of pride, identity and ownership in their neighborhood;
3. The public realm is safe, livable, walkable while providing easily accessible neighborhood services, programs and amenities for residents and workers;
4. People can and will choose to play, work, visit, live and raise families;
5. Access to affordable, stable housing is preserved and expanded, and new investments and development create stability for low-income people, including families, rather than leading to



their displacement from their homes and neighborhood together with jobs and businesses offering wealth generating opportunities;

6. Relationships and partnerships within the district are strong, supporting collaboration, community-building, investments aligned with values, and a healthier climate and circular, sustainable economy where materials and products are kept in circulation in the economy for as long as possible;
7. Residents will have access to meaningful, middle- and high-wage employment and economic opportunities, and new investment brings community benefits including educational opportunities, workforce training, renewable energy resources and environmental assets, and neighborhood amenities;
8. Businesses of all sizes can begin, grow, expand and thrive and are aligned with community values;
9. The community is stable and resilient in the face of climate change, natural disasters and industrial and other related impacts to health and environment; and
10. Elders and youth are lifted up and supported to address their needs and are empowered.

### Section 3.3 – Goals

This TIF plan is intended to address challenges by guiding the identification of specific capital investments that can meet needs identified by the community as well as leveraging, motivating, and encouraging, private investment in capital projects that also meet the needs of the community.

The following goals provide long term guidance to those implementing the plan per the governance charter to inform the kinds of projects and partnerships to seek out for implementation and investment of TIF resources.

1. 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.
2. Ensure elders and youth are supported through investments.
3. Ensure that historically marginalized or economically vulnerable people play lead roles in decisions about investments and policies that affect them and their communities.
4. Prevent the displacement of vulnerable people, communities, businesses and community-based institutions while growing and expanding economic and residential options.
5. Provide safe, accessible, and comfortable multi-modal transportation options within the area, including improved local access to businesses, jobs, grocery stores, parks, community gathering places, and faith and other institutions.
6. Address climate, health, and safety needs through investments that create cleaner air, soil, and water, accessible and inclusive amenities, and increase walkability and vibrancy.
7. Collaborate with jurisdictional partners and ensure resources are invested to maximize benefits and address community needs holistically.
8. 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, including those previously displaced. Explore the use of more mixed-use development.
9. Expand brick and mortar business presence and provide economic opportunities/stabilization to create thriving and vibrant commercial neighborhood corridors.
10. Advance equitable development on opportunity sites and increase living wage jobs.

11. Expand support to entrepreneurs and access to capital.
12. Expand community gathering places and activities that provide opportunities for developing and strengthening community connections.

## 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 of projects, programs and investments for inclusion in Action Plans. Once projects, programs and investments are selected, these principles should also guide decisions about design and implementation 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 anticipated contributions to achieving the District's goals, which include the advancement of climate resilience.
- Attempt to create projects that have low-cost, high-benefit to all taxpayer types, and for the projects that clearly benefit one land use over the others, balance them according to the percentage of TIF income from that land use.
- Identify any potential for the project, program, or investment to contribute to gentrification and displacement -- especially in terms of contributing to upward pressure on rents and property values. As appropriate, projects requiring substantive TIF resources should have an anti-displacement study conducted to support this analysis.
- Identify any potential for the project, program or investment to contribute to environmental, climate and/or public health challenges
- Identify mitigation measures for any potential displacement and/or environmental and climate impacts, to include the options of foregoing, delaying or revising the project, or accompanying the project with other mitigating investments.
- Creatively identify if and how each of the guiding principles in this Section can be applied to the proposed program, project or investment.
- Analyze administrative and staffing requirements necessary to advance investments – as well as potential for private/outside leverage investment to optimize impact.

#### **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. To the greatest extent possible, investments should balance new development with stabilizing forces. 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, climate resiliency, economic prosperity and wealth building for Priority Communities.
4. Amenities that improve the quality of life for District residents (e.g, transportation or parks improvements), 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 and provide additional community benefits tied to serving adjacent residents, supporting small businesses and workforce development, or delivering environmental or climate resiliency 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 governmental 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 also be considered.

#### **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.

The TIF District is unique in that it contains both residential, commercial, industrial, and natural lands in close proximity to one another. Care should be taken in considering impacts of different uses upon adjacent businesses, open space or residents. Projects that benefit multiple uses and multiple types of stakeholders should be prioritized.

#### **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 funds, 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, in addition to whatever benefits go to a property owner, developer or other recipient of TIF funds.

**G. Create Equitable Contracting and Employment Opportunities**

Ensure that there are quality job standards and 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 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 hyper-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 funding sources, serves as key pipeline and referral infrastructure for TIF products, 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 environmentally sustainable development within accessible, walkable, bikeable communities, and the resulting benefits (e.g. lower energy costs from solar power) 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 middle-income and market-rate housing, commercial and industrial projects.

Acknowledging technology changes that will occur over time, current examples of robust environmental standards include energy-efficient, climate-controlled (HVAC) buildings; green space for recreation on the premises or adjacent to the project; construction that buffers sound pollution; green space or construction that buffers pollution between industrial and residential areas; and a filtration system that provides healthy air quality.

**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, especially Native Americans and their connections to the Columbia River, Columbia Slough, and Sandy Boulevard. These elements should be developed by and/or in

collaboration with local artists and community members who represent those communities. When possible, integrate these elements into the 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 increase access to capital regardless of barriers such as immigration status, credit history, legal history, rental history, eviction history and experience of domestic violence.

**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 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 of their respective communities. Honor these works and when in alignment with this TIF District Plan, look to partner with these respective organizations to implement their 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, as well as 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 four categories. Tables X-X describe the connection between these categories, the Plan’s goals, and the estimated tax increment financing contribution. 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.
- **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 and utilities improvements; connectivity and accessibility; and public recreation, safety, health and community 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 No. 180889), and 2015 update (Ordinance No. 187415), at least 45% 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% of area median income, and homeownership housing with focus on families earning 80% to 100% or less of area median income depending on home size.

This Plan authorizes projects and programs which fulfill the 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. The Portland Housing Bureau will strive to ensure that housing opportunities are distributed equitable across the district.

The following programs that are currently operated by the Portland Housing Bureau and are eligible to receive funding through the Sumner-Parkrose-Argay-Columbia Corridor TIF District.

<b>TABLE 1. AFFORDABLE HOUSING (minimum 45%)</b>		
<b>Project Short Name</b>	<b>Description</b>	<b>Relationship to Plan Goals</b>
<b>Single Family Home Repair</b>	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 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 4:</u> Prevent the displacement of vulnerable people, communities, businesses and community-</p>

		based institutions while growing and expanding economic and residential options.
<b>Homeownership Support</b>	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 4
<b>Multi-family Rental Development</b>	Develop new affordable rental housing in a variety of unit sizes, including family sized units and multi-generational options (two-bedrooms or larger).	<u>Goal 8:</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. Explore the use of more mixed-use development.
<b>Rehabilitation and Preservation of Existing Regulated Housing</b>	Provide funding to rehabilitate and preserve the affordability of existing regulated affordable housing.	Goal 2  Goal 4
<b>Acquisition &amp; Rehabilitation of Existing Market-Rate and Naturally Occurring Affordable Housing</b>	Purchase market-rate and naturally occurring affordable housing; including motels, foreclosed and unoccupied properties; make needed repairs and renovations; and convert to regulated affordable	Goal 2  Goal 4



	housing (for individual ownership, cooperative ownership, and rental).	
<b>Opportunistic Land Acquisition</b>	Prioritize opportunistic land acquisition of larger sites for future multifamily affordable housing.	Goal 4  Goal 8
<b>Capital Expenditures for Community Services for Houseless Neighbors</b>	Prioritize housing development for people experiencing houselessness, and provide limited resources for capital expenditures related to community services, including shelters and food pantries, with a prioritization of unhoused residents or individuals displaced from the area.	Goal 2  Goal 4

The Sumner-Parkrose-Argay-Columbia Corridor 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 programs operated by the Portland Housing Bureau in 2024, Sumner-Parkrose-Argay-Columbia Corridor 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 definitions of affordable housing, as defined in the Chapter 6 Glossary, 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. 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-density housing: Add 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.

Alongside current and new programs, there is an intention for the Community Leadership Committee to work in partnership with the City to facilitate discussions among mortgage lenders and affordable

housing providers to advance the availability of mortgage specific products for ITIN borrowers and other community members experiencing barriers with available products.

**B. Economic and Urban Development (minimum 45%)**

Retain, create, and expand economic opportunities through investments in commercial, industrial and mixed-use properties, workforce housing, and in residential properties where home-based businesses operate.

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 economic development 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 Sumner-Parkrose-Argay area and Columbia Corridor. 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 District and adjacent neighborhoods, particularly of Priority Communities;
3. Support mixed-use and mixed-income development that combines commercial space with the other eligible projects in this plan, including affordable and market rate homes, and priority services and amenities;
4. Increase climate resilience and community health via investments, including lowering carbon-energy supply while improving production of renewable energy;
5. Create buffers between industrial and residential lands so both opportunities can coexist and create a beneficial, cohesive, healthier community;
6. Support industrial land employers and access to high-wage employment for the benefit of Sumner-Parkrose-Argay area residents; and
7. Support home-based businesses.

The following types of business and services have been prioritized by community members in existing community-based plans and/or through public engagement efforts related to the creation of this TIF District:

1. Affordable and culturally relevant groceries, fresh food, restaurants and community-friendly retail shops, including coffee shops
2. Workforce housing
3. Workforce training center(s), tool lending libraries, and spaces to learn additional skills (e.g., woodworking shop) or acquire certifications
4. Community centers and inclusive gathering spaces
5. Health services, including mental and behavioral health.

6. Recreational facilities located in affordable housing or commercial developments
7. Urban regenerative agricultural opportunities
8. Incubator, Micro-business space, and business resource hub
9. Food cart pods (e.g., Portland Mercado)
10. Retail goods and services that meet regular household needs
11. Services and businesses that expand multimodal transportation options available in the corridor area, including but not limited to bicycle and electric vehicle charging, services and repair.
12. Remediation and redevelopment of sites along Sandy Blvd, especially vacant lots (e.g., NE 112th and Sandy) and the intersection of 82<sup>nd</sup> Ave and Sandy Blvd
13. Affordable childcare facilities

To achieve the above goals, eligible activities to implement this project category include the following, with any facility whose primary use is warehousing as ineligible for funding.

<b>TABLE 2. INCLUSIVE GROWTH - ECONOMIC AND URBAN DEVELOPMENT (minimum 45%)</b>		
<b>Project Short Name</b>	<b>Description</b>	<b>Relationship to Plan Goals</b>
<b>Predevelopment</b>	Support technical and/or financial assistance to determine the feasibility of development, redevelopment and renovation projects.	<p><u>Goal 8:</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. Explore the use of more mixed-use development.</p> <p><u>Goal 9:</u> Expand brick and mortar business presence and provide economic opportunities/stabilization to create thriving and vibrant commercial neighborhood corridors.</p>

<p><b>Land Acquisitions &amp; Land Banking</b></p>	<p>Invest to acquire properties for development or redevelopment in conformance with the goals of this Plan</p>	<p>Goal 8</p> <p>Goal 9</p> <p><u>Goal 10:</u> Advance equitable development on opportunity sites and increase living wage jobs.</p>
<p><b>Development, Redevelopment and Renovation</b></p>	<p>Support development, redevelopment and renovation activities, including:</p> <ul style="list-style-type: none"> <li>● New construction</li> <li>● Building façade improvements</li> <li>● Remediation activities</li> <li>● Workforce Housing</li> <li>● Professional services, building and site design assistance</li> <li>● Tenant improvements</li> <li>● Building repairs and upgrades</li> <li>● Climate, resilience and community solar projects</li> <li>● Seismic, fire suppression, other public safety improvements</li> <li>● Accessibility improvements; landscaping enhancements; pedestrian amenities and lighting outside of the public right of way</li> <li>● Permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup businesses and non-profits.</li> <li>● Adding tree canopy.</li> </ul>	<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 4:</u> Prevent the displacement of vulnerable people, communities, businesses and community-based institutions while growing and expanding economic and residential options.</p> <p>Goal 8</p> <p><u>Goal 11:</u> Expand support to entrepreneurs and access to capital.</p>

<p><b>Arts and Culture</b></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 local artists and community members who represent those communities.</p> <p>Prioritize murals, placemaking investments, arts and entertainment performance venues, or interactive, multicultural community art spaces that create a sense of community and instill pride.</p>	<p><u>Goal 3:</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 8</p> <p><u>Goal 12:</u> Expand opportunities for community connections.</p>
<p><b>Signage</b></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 8</p> <p>Goal 12</p>
<p><b>Infrastructure Investments Triggered by Development, Redevelopment or Renovation Activities</b></p>	<p>Invest in critical public safety improvements, transportation improvements, green infrastructure, such as tree canopy, and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in this Plan.</p> <p><i>See Bullet C of this Section for other eligible infrastructure projects</i></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.</p> <p><u>Goal 6:</u> Address climate, health, and safety needs through investments that create cleaner air and water, accessible and inclusive amenities, and increase walkability and vibrancy.</p>

		<p>Goal 8</p> <p><u>Goal 11:</u> Expand support to entrepreneurs and access to capital.</p>
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**C. Infrastructure (maximum 10%)**

To support a District that is safe, livable, and connected that provides accessible neighborhood services, programs and amenities for residents and workers, eligible activities in this project area include:

<b>TABLE 3. INCLUSIVE GROWTH - INFRASTRUCTURE (maximum 10%)</b>		
<b>Project Short Name</b>	<b>Description</b>	<b>Relationship to Plan Goals</b>
<b>Street and Utilities Improvements</b>	Support new streets, street improvements (e.g., paving, pedestrian islands, beacon crossings), sidewalks, bike lanes and paths, greenways through Sumner on Alberta, stormwater improvements, new and/or relocated utilities (water, storm, sanitary sewer)	<p><u>Goal 1:</u> Ensure elders and youth are supported through investments.</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 4:</u> Prevent the displacement of vulnerable people, communities, businesses and community-based institutions while growing and expanding economic and residential options.</p>

		<p><u>Goal 5:</u> Provide safe, accessible, and comfortable transportation options within the area, including improved local access to businesses, parks, and other institutions.</p>
<p><b>Connectivity and Accessibility</b></p>	<p>Improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges, especially along Sandy Blvd. Prioritize connections and pedestrian-scale lighting near commercial corridors, industrial spaces, schools, parks and other institutions. Invest in key pedestrian crossings, including a crossing between the Sumner/Parkrose Transit Center and Max Station and pedestrian bridges.</p>	<p>Goal 1</p> <p>Goal 5</p> <p><u>Goal 6:</u> Address climate, health, and safety needs through investments that create cleaner air and water, accessible and inclusive amenities, and increase walkability and vibrancy.</p>
<p><b>Public Recreation, Safety, Health and Resilience Investments</b></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; supporting development of the Sumner Association of Neighbors Lot and/or Helensview into a park with recreational amenities; covered spaces and splash pads for existing parks; new and updated community centers; resilience hubs; community gardens, tree canopy, community gathering spaces, business-adjacent rest areas, athletic facilities such as basketball courts and soccer fields, and public exercise equipment (outdoor, permanently installed).</p>	<p>Goal 1</p> <p>Goal 4</p> <p>Goal 6</p> <p><u>Goal 8:</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</p>

	Support inclusive spaces that are youth and family friendly.	the corridor, including those previously displaced. Explore the use of more mixed-use development.  <u>Goal 12:</u> Expand opportunities for community connections.
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**D. Plan Administration**

Expenditures for the administrative costs associated with managing the TIF District including budgeting and annual reporting, planning, 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 457.440. Amounts collected pursuant to ORS 457.420 to 457.470 will be deposited into the special fund and used to finance indebtedness for projects as described in this Plan, or as otherwise permitted or required by applicable law.

The maximum amount of the principal of indebtedness that may be issued or incurred under this Plan (the “Maximum Indebtedness”) is \$310,000,000. 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 and PHB shall convene a Sumner-Parkrose-Argay-Columbia Corridor TIF District Community Leadership Committee to inform Five-Year Action Plans and provide ongoing guidance on implementation, as described in Exhibit E. Governance Charter.

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% 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor TIF District, which are people systemically vulnerable to exclusion from the Sumner-Parkrose-Argay-Columbia Corridor area due to gentrification and displacement, including 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 women.

“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)

“Working Group” means the Parkrose-Columbia Corridor Area Working Group. This group led development of the Sumner-Parkrose-Argay-Columbia Corridor TIF 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'**

**PARKROSE COLUMBIA CORRIDOR 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 SOUTHWEST ONE-QUARTER OF SECTION 13, THE SOUTHEAST ONE-QUARTER OF SECTION 14, THE SOUTHWEST AND SOUTHEAST ONE-QUARTERS OF SECTION 15, THE SOUTHWEST AND SOUTHEAST ONE-QUARTERS OF SECTION 16, THE SOUTHEAST ONE-QUARTER OF SECTION 20, THE NORTHWEST, NORTHEAST, AND SOUTHWEST ONE-QUARTERS OF SECTION 21, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 22, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 23, THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 24, THE NORTHWEST ONE-QUARTER OF SECTION 25, AND THE NORTHEAST ONE-QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, 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 NORTHERLY 147 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 82ND AVENUE;

THENCE EASTERLY 358 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2014-073416, AND THE WESTERLY EXTENSION THEREOF, TO THE SOUTHEAST CORNER OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2014-073416;

THENCE NORTHERLY 266 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2014-073416, TO THE SOUTHERLY LINE OF PARCEL 1, PARTITION PLAT NO. 2003-55;

THENCE EASTERLY 327 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL 1, PARTITION PLAT NO. 2003-55, TO THE SOUTHEAST CORNER THEREOF;

THENCE NORTHERLY 887 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL 1, PARTITION PLAT NO. 2003-55, AND THE EASTERLY LINE OF PARCEL 2, SAID PARTITION PLAT NO. 2003-55, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE SANDY BOULEVARD (RD. 917);

THENCE NORTHEASTERLY 60 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE SANDY BOULEVARD (RD. 917), TO THE CENTERLINE OF NE DELORES STREET (RD. 1437);

THENCE EASTERLY 1,930 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE DELORES STREET (RD. 1437), TO THE CENTERLINE OF NE 92ND AVENUE (RD. 2769);

THENCE NORTHERLY 660 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 92ND AVENUE (RD. 2769), TO THE CENTERLINE OF NE PRESCOTT STREET (RD. 1241);

THENCE EASTERLY 2,670 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE PRESCOTT STREET (RD. 1241), TO THE EAST QUARTER CORNER OF SECTION 21, TOWNSHIP 1 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, SAID POINT BEING ON THE CENTERLINE OF NE 102ND AVENUE (RD. 3254);

THENCE SOUTHERLY 2,660 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 21, AND COINCIDENT WITH CENTERLINE OF NE 102ND AVENUE (RD. 3254), TO THE SOUTHEAST CORNER OF SAID SECTION 21;

THENCE EASTERLY 1,058 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SECTION 22, TOWNSHIP 1 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, AND COINCIDENT WITH THE CENTERLINE OF NE FREMONT STREET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE EASTERLY 1,321 FEET (MORE OR LESS) ALONG A CURVE OF THE NORTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD, AND COINCIDENT WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF NE FREMONT STREET, TO A POINT ON SAID SOUTHERLY LINE OF SECTION 22;

THENCE EASTERLY 266 FEET (MORE OR LESS) ALONG SOUTHERLY LINE OF SECTION 22, TO THE SOUTH QUARTER CORNER OF SAID SECTION 22;

THENCE SOUTHEASTERLY 355 FEET (MORE OR LESS) ALONG A LINE PARALLEL WITH THE SOUTHWESTERLY LINE OF LOTS 1, 2, 3, 4 AND 5, BLOCK 5, PLAT OF VIEW RIDGE, TO A POINT ON THE CENTERLINE OF NE FREMONT STREET (RD. 2215);

THENCE EASTERLY 8,542 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE FREMONT STREET (RD. 2215, RD. 2688, RD. 2804, RD. 2864, RD. 3462, RD. 3547), TO THE EASTERLY END OF NE FREMONT STREET AS SHOWN ON THE PLAT OF LANCASHIRE;

THENCE SOUTHERLY 604 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF NE FREMONT STREET, AND THE EASTERLY LINE OF LOT 1, BLOCK 3, SAID LANCASHIRE, AND THE EASTERLY LINE OF LOTS 2, 3, 4 AND 6, BLOCK 3, THE EASTERLY RIGHT-OF-WAY LINE OF NE FREMONT COURT, AND THE EASTERLY LINE OF LOT 1, BLOCK 7, PLAT OF LANCASHIRE FRACTIONAL BLOCKS 3 & 4 AND BLOCKS 5, 6 & 7, TO THE SOUTHEAST CORNER OF SAID LOT 1, BLOCK 7;

THENCE EASTERLY 407 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF PARCEL 6 AS DESCRIBED IN DOCUMENT NO. 2012-163532, TO THE SOUTHWEST CORNER OF LOT 6, PLAT OF SPRINGWATER ACREAGE;



THENCE EASTERLY 325 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID LOT 6, SPRINGWATER ACREAGE, AND THE EASTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 148TH AVENUE;

THENCE NORTHERLY 4,304 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 148TH AVENUE;

THENCE WESTERLY 232 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 2370, PAGE 1985, RECORDED 12/17/1970, AND THE EASTERLY EXTENSION THEREOF, TO THE NORTHWEST CORNER OF SAID PARCEL DESCRIBED IN BOOK 2370, PAGE 1985, RECORDED 12/17/1970;

THENCE SOUTHERLY 30 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL DESCRIBED IN BOOK 2370, PAGE 1985, RECORDED 12/17/1970, TO THE CENTERLINE OF THE COLUMBIA SLOUGH;

THENCE NORTHWESTERLY 1,326 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF THE COLUMBIA SLOUGH, TO THE WESTERLY LINE OF PARCEL 1, PARTITION PLAT NO. 1992-80;

THENCE NORTHERLY 2,336 FT (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL 1, PARTITION PLAT NO. 1992-80, THE WESTERLY LINE OF LOTS 1 AND 4, PLAT OF PROLOGIS PARK PORTLAND, AND THE EASTERLY LINE OF LOT 39, PLAT OF REYNOLDS MOUNTAIN VIEW PLAT 2, TO THE ORDINARY HIGH WATER LINE OF THE COLUMBIA RIVER;

THENCE NORTHWESTERLY 91 FEET (MORE OR LESS) ALONG SAID ORDINARY HIGH WATER LINE OF THE COLUMBIA RIVER, TO THE WESTERLY LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 13, TOWNSHIP 1 NORTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN;

THENCE SOUTHERLY 2,451 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 13, AND THE WESTERLY LINE OF THE NORTHWEST ONE-QUARTER OF SECTION 24, TOWNSHIP 1 NORTH, RANGE 2 EAST, OF THE WILLAMETTE MERIDIAN, TO THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2003-267931;

THENCE WESTERLY 1,300 FEET (MORE OR LESS) ALONG SAID NORTHERLY LINE OF PARCEL DESCRIBED IN DOCUMENT NO. 2003-267931, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 138TH AVENUE;

THENCE SOUTHERLY 219 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF NE 138TH AVENUE;

THENCE WESTERLY 2,132 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF (1N2E23A-00600), AND THE EASTERLY EXTENSION THEREOF, TO THE NORTHEAST CORNER OF LOT 9, PLAT OF WHITAKER WAY INDUSTRIAL PARK;

THENCE NORTHWESTERLY 624 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY LINE OF SAID LOT 9, AND THE NORTHEASTERLY LINE OF LOT 8, SAID WHITAKER WAY INDUSTRIAL PARK, TO THE MOST NORTHERLY CORNER OF SAID LOT 8, SAID POINT BEING ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF NE WHITAKER WAY;

THENCE SOUTHWESTERLY 71 FEET (MORE OR LESS) TO THE NORTHEAST CORNER OF PARCEL 1, PARTITION PLAT NO. 1993-92, SAID POINT BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF NE WHITAKER WAY;

THENCE NORTHWESTERLY 482 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL 1, PARTITION PLAT NO. 1993-92, AND THE NORTHERLY LINE OF PARCEL 2, SAID PARTITION PLAT NO. 1993-92, TO THE NORTHWEST CORNER THEREOF, SAID POINT BEING AN ANGLE POINT IN THE NORTHERLY LINE OF PARCEL 3, PARTITION PLAT NO. 1992-57;

THENCE NORTHWESTERLY 853 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL 3, PARTITION PLAT NO. 1992-57, AND THE NORTHERLY LINE OF PARCELS 2 AND 1, SAID PARTITION PLAT NO. 1992-57, TO THE MOST NORTHERLY CORNER OF SAID PARCEL 1;

THENCE NORTHWESTERLY 721 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 8, PLAT OF PACIFIC BUSINESS PARK, TO THE MOST NORTHERLY CORNER THEREOF, SAID POINT BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF NE 122ND BOULEVARD (RD. 3119);

THENCE NORTHWESTERLY 82 FEET (MORE OR LESS) TO THE MOST SOUTHERLY CORNER OF PARCEL 2, PARTITION PLAT NO. 1998-144, SAID POINT BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF NE 122ND BOULEVARD (RD. 3119);

THENCE NORTHWESTERLY 967 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL 2, PARTITION PLAT NO. 1998-144, AND THE SOUTHWESTERLY LINE OF PARCEL 1, SAID PARTITION PLAT NO. 1998-144, TO THE MOST WESTERLY CORNER OF SAID PARCEL 1, PARTITION PLAT NO. 1998-144, SAID POINT BEING ON THE NORTHERLY LINE OF LOT 2, BLOCK 3, PLAT OF FLOOD OAK;

THENCE NORTHWESTERLY 979 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 2, BLOCK 3, FLOOD OAK, TO THE ORDINARY HIGH WATER LINE OF THE COLUMBIA SLOUGH;

THENCE NORTHWESTERLY 4,184 FEET (MORE OR LESS) ALONG THE NORTHERLY HIGH WATER LINE OF THE COLUMBIA SLOUGH, TO THE EASTERLY RIGHT-OF-WAY LINE OF U.S. INTERSTATE HIGHWAY I-205;

THENCE SOUTHWESTERLY 3,435 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF U.S. INTERSTATE HIGHWAY I-205, TO THE NORTHERLY RIGHT-OF-WAY LINE OF NE SANDY BOULEVARD;

THENCE WESTERLY 185 FEET (MORE OR LESS) TO THE MOST EASTERLY CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2024-041148, SAID POINT BEING ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE NORTHWESTERLY 1,822 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD, BEING THE SOUTHWESTERLY LINE OF THE COLUMBIA BOULEVARD OVERPASS OF U.S. INTERSTATE I-205, TO THE EASTERLY RIGHT-OF-WAY LINE OF NE 92ND AVENUE;

THENCE SOUTHERLY 17 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF NE 92ND AVENUE, TO THE CENTERLINE OF NE EMERSON STREET;

THENCE WESTERLY 256 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE EMERSON STREET, TO THE CENTERLINE OF NE 91ST AVENUE;

THENCE NORTHERLY 172 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 91ST AVENUE, TO A POINT BEING 25 FEET EASTERLY OF THE NORTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2022-097463, WHEN MEASURED PERPENDICULAR THERETO;

THENCE WESTERLY 25 FEET (MORE OR LESS), TO THE NORTHEAST CORNER OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2022-097463, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF NE LOMBARD STREET;

THENCE WESTERLY 1,630 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF NE LOMBARD STREET TO THE SOUTHWEST CORNER OF THAT STRIP OF LAND CONVEYED TO THE STATE OF OREGON IN BOOK 1903, PAGE 1565, RECORDED MAY 2, 1986;

THENCE NORTHERLY 100 FEET (MORE OR LESS) TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2006-197020, SAID POINT BEING THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF NE LOMBARD STREET AND THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE NORTHERLY 111 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE EASTERLY 68 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE NORTHERLY 63 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE WESTERLY 68 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE NORTHERLY 133 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE EASTERLY 10 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE NORTHERLY 50 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD;

THENCE NORTHWESTERLY 31 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE COLUMBIA BOULEVARD, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE O.W.R. & N. CO. RAILROAD;

THENCE NORTHWESTERLY 542 FEET (MORE OR LESS) ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF THE O.W.R. & N. CO. RAILROAD, TO THE EASTERLY RIGHT-OF-WAY LINE OF NE 82ND AVENUE;

THENCE SOUTHERLY 563 FEET (MORE OR LESS) ALONG THE EASTERLY RIGHT-OF-WAY LINE OF NE 82ND AVENUE, TO THE CENTERLINE OF NE LOMBARD STREET;

THENCE EASTERLY 182 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE LOMBARD STREET;

THENCE SOUTHERLY 671 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2001-021766, AND THE NORTHERLY EXTENSION THEREOF, TO THE NORTHERLY LINE OF LOT 7, BLOCK 9, PLAT OF HELENSVIEW-REPLAT;

THENCE WESTERLY 460 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 7, BLOCK 9, PLAT OF HELENSVIEW-REPLAT, AND THE NORTHERLY LINE OF LOTS 6, 5, 4, 3, 2, 1, AND THE WESTERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE 82ND AVENUE;

THENCE SOUTHERLY 2,568 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 82ND AVENUE, TO THE CENTERLINE OF NE SKIDMORE STREET;

THENCE WESTERLY 1,296 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE SKIDMORE STREET, TO THE CENTERLINE OF NE 77TH AVENUE;

THENCE SOUTHERLY 1,540 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 77TH AVENUE, TO THE CENTERLINE OF NE BEECH STREET;

THENCE EASTERLY 1,299 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 PORTION OF U.S. INTERSTATE HIGHWAY I-205 RIGHT-OF-WAY LYING NORTHERLY OF THE NE SANDY BOULEVARD OVERPASS.

**ALSO EXCEPTING THEREFROM** THAT PORTION OF U.S. INTERSTATE HIGHWAY I-205 RIGHT-OF-WAY LYING SOUTHERLY OF THE NE SANDY BOULEVARD OVERPASS.

**ALSO EXCEPTING THEREFROM** THAT PORTION OF THE OREGON WASHINGTON RAILROAD & NAVIGATION COMPANY RAILROAD RIGHT-OF-WAY LYING WESTERLY OF THE NE 122ND AVENUE UNDERPASS.

**ALSO EXCEPTING THEREFROM** THAT PORTION OF THE OREGON WASHINGTON RAILROAD & NAVIGATION COMPANY RAILROAD RIGHT-OF-WAY LYING EASTERLY OF THE NE 122ND AVENUE UNDERPASS.

**ALSO EXCEPTING THEREFROM** LOTS 8, 9, 10, 11, 12, 13, 14 AND 15, BLOCK 9, PLAT OF MONTCLAIR.

**ALSO EXCEPTING THEREFROM** THAT PARCEL DESCRIBED IN DOCUMENT NO. 2000-087206.

**ALSO EXCEPTING THEREFROM** LOTS A, B, C, F, AND THE NORTHERLY 150 FEET OF LOT E, BLOCK 28, AND LOTS A, B, THE NORTHERLY 150 FEET OF LOTS C AND D, BLOCK 29, THE EASTERLY 35 FEET OF LOT A, AND THE NORTHERLY 150 FEET OF LOT F, BLOCK 30, PLAT OF PARKROSE.

**ALSO EXCEPTING THEREFROM** LOTS A AND B, BLOCK 26, PLAT OF PARKROSE.

**ALSO EXCEPTING THEREFROM** THE EASTERLY 50 FEET OF LOT A, BLOCK 27, PLAT OF PARKROSE.

**ALSO EXCEPTING THEREFROM** A PARCEL OF LAND LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 22, TOWNSHIP 1 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE INTERSECTION OF THE CENTERLINE OF NE 116TH AVENUE (RD. 1506) AND THE CENTERLINE OF NE PRESCOTT STREET (RD. 1241);

THENCE EASTERLY 1,293 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE PRESCOTT STREET, TO THE CENTERLINE OF NE 121ST PLACE (RD. 1251);

THENCE SOUTHERLY 641 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 121ST PLACE (RD. 1251), TO THE SOUTHERLY RIGHT-OF-WAY LINE OF NE SKIDMORE STREET;

THENCE SOUTHEASTERLY 544 FEET (MORE OR LESS) ALONG THE CENTERLINE OF VACATED NE 121ST PLACE, AS VACATED AUGUST 25, 1983, BY ORDINANCE 4836, TO THE WESTERLY RIGHT-OF-WAY LINE OF NE 122ND BOULEVARD;

THENCE SOUTHERLY 14 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NE 122ND BOULEVARD, TO THE NORTHEAST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2021-053149;

THENCE WESTERLY 167 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2021-053149, TO THE NORTHWEST CORNER THEREOF;

THENCE SOUTHERLY 171 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2021-053149, AND THE SOUTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE SHAVER STREET (RD. 3865);

THENCE WESTERLY 469 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE SHAVER STREET (RD. 3865);

THENCE SOUTHERLY 664 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF THAT PARCEL DESCRIBED IN BOOK 2073, PAGE 516, RECORDED 7/31/1961, AND THE NORTHERLY EXTENSION THEREOF, TO A POINT ON THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2003-164109;

THENCE EASTERLY 9 FEET (MORE OR LESS) ALONG SAID WESTERLY EXTENSION OF THE NORTHERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2003-164109, TO THE NORTHWEST CORNER OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2003-164109;

THENCE SOUTHERLY 332 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2003-164109, TO THE NORTHERLY RIGHT-OF-WAY LINE OF NE 120TH AVENUE;

THENCE WESTERLY 9 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NE 120TH AVENUE, TO THE NORTHEAST CORNER OF BLOCK 3, PLAT OF ELLERY HEIGHTS;

THENCE NORTHERLY 10 FEET (MORE OR LESS) ALONG THE NORTHERLY EXTENSION OF THE WESTERLY RIGHT-OF-WAY LINE OF NE 120TH AVENUE;

THENCE WESTERLY 670 FEET (MORE OR LESS) ALONG A LINE BEING PARALLEL WITH, AND 10 FEET NORTH OF THE NORTHERLY LINE OF BLOCKS 1, 2 AND 3, SAID ELLERY HEIGHTS, WHEN MEASURED PERPENDICULAR THERETO, TO THE EASTERLY LINE OF BLOCK 5, PLAT OF VIEW RIDGE;

THENCE NORTHERLY 990 FEET (MORE OR LESS) ALONG SAID EASTERLY LINE OF SAID BLOCK 5, PLAT OF VIEW RIDGE, AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NE SHAVER STREET (RD. 1507);

THENCE WESTERLY 428 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE SHAVER STREET (RD. 1507), TO THE CENTERLINE OF NE 115TH AVENUE (RD. 1511);

THENCE NORTHERLY 997 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 115TH AVENUE (RD. 1511);

THENCE EASTERLY 228 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOT 3, BLOCK 2, PLAT OF EAST PARKROSE, AND THE WESTERLY AND EASTERLY EXTENSIONS THEREOF, TO THE CENTERLINE OF NE 116TH AVENUE (RD. 1506);

THENCE NORTHERLY 323 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 116TH AVENUE (RD. 1506), TO THE **POINT OF BEGINNING**.

**ALSO EXCEPTING THEREFROM** LOT 1, BLOCK 1, PLAT OF STONEHURST.

**ALSO EXCEPTING THEREFROM** THAT PARCEL DESCRIBED IN DOCUMENT NO. 2000-009244.

**ALSO EXCEPTING THEREFROM** A PARCEL OF LAND LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 23, TOWNSHIP 1 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHWEST CORNER OF LOT 1, BLOCK 1, PLAT ARGAY TERRACE, SAID POINT BEING ON THE EASTERLY LINE OF LOT 3, BLOCK 13, PLAT OF ARGAY TERRACE;

THENCE NORTHERLY 371 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID BLOCK 13, ARGAY TERRACE, AND THE EASTERLY LINE OF LOT 1 AND 2, BLOCK 5, PLAT OF BEECHWAY, TO THE NORTHEAST CORNER OF SAID LOT 1, BLOCK 5, BEECHWAY, SAID POINT BEING THE NORTHWEST CORNER OF THAT PARCEL KNOWN AS LUUWIT VIEW PARK;

THENCE NORTHEASTERLY 525 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LUUWIT VIEW PARK PARCEL, TO THE SOUTHWEST CORNER OF PARCEL 2, PARTITION PLAT NO. 1996-153;

THENCE EASTERLY 198 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL 2, PARTITION PLAT NO. 1996-153, TO THE SOUTHEAST CORNER THEREOF;

THENCE NORTHERLY 391 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID PARCEL 2, PARTITION PLAT NO. 1996-153, TO THE EASTERLY NORTHEAST CORNER OF SAID PARCEL 2, SAID POINT BEING AN ANGLE POINT ON THE WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2000-009244;

THENCE EASTERLY 81 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2000-009244, TO AN ANGLE POINT ON SAID WESTERLY LINE;

THENCE NORTHERLY 168 FEET (MORE OR LESS) ALONG SAID WESTERLY LINE OF THAT PARCEL DESCRIBED IN DOCUMENT NO. 2000-009244, TO THE NORTHWEST CORNER THEREOF;

THENCE EASTERLY 532 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID PARCEL DESCRIBED IN DOCUMENT NO. 2000-009244, TO THE NORTHWEST CORNER OF LOT 2, BLOCK 4, PLAT OF EXBURY;

THENCE SOUTHERLY 289 FEET (MORE OR LESS) ALONG THE WESTERLY LINE OF BLOCK 3 AND BLOCK 4, SAID EXBURY, TO THE SOUTHWEST CORNER OF LOT 7, SAID BLOCK 3, EXBURY;

THENCE SOUTHWESTERLY 302 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOTS 1, 2, 3 AND 4, SAID BLOCK 3, EXBURY, TO THE MOST NORTHERLY CORNER OF NE 131ST PLACE RIGHT-OF-WAY;

THENCE SOUTHWESTERLY 84 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF NE 131ST PLACE, TO THE MOST WESTERLY CORNER THEREOF;

THENCE SOUTHEASTERLY 839 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF NE 131ST PLACE, TO THE NORTHERLY LINE OF BLOCK 3, SAID ARGAY TERRACE;

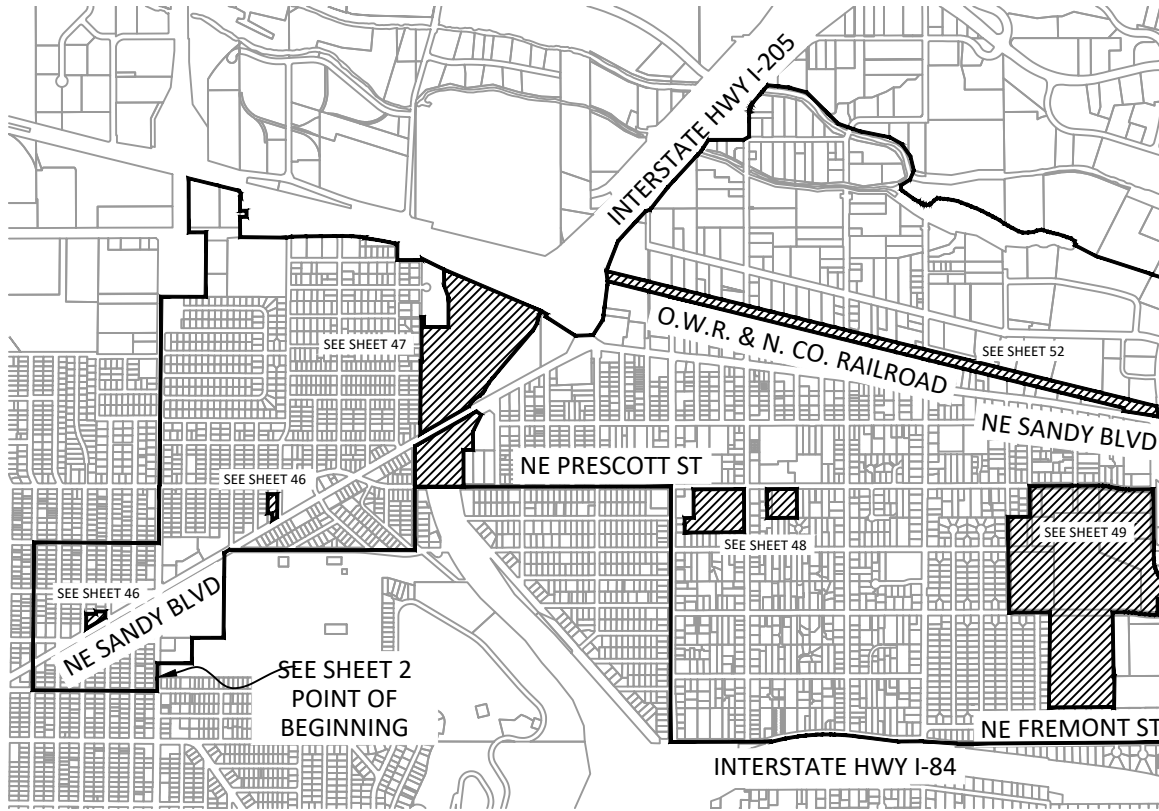
THENCE WESTERLY 1,379 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF BLOCKS 1, 2 AND 3, SAID ARGAY TERRACE, TO THE **POINT OF BEGINNING**.

**ALSO EXCEPTING THEREFROM** LOT 15, BLOCK 23, PLAT OF STRATHMORE BLOCKS 22, 23 & 24.

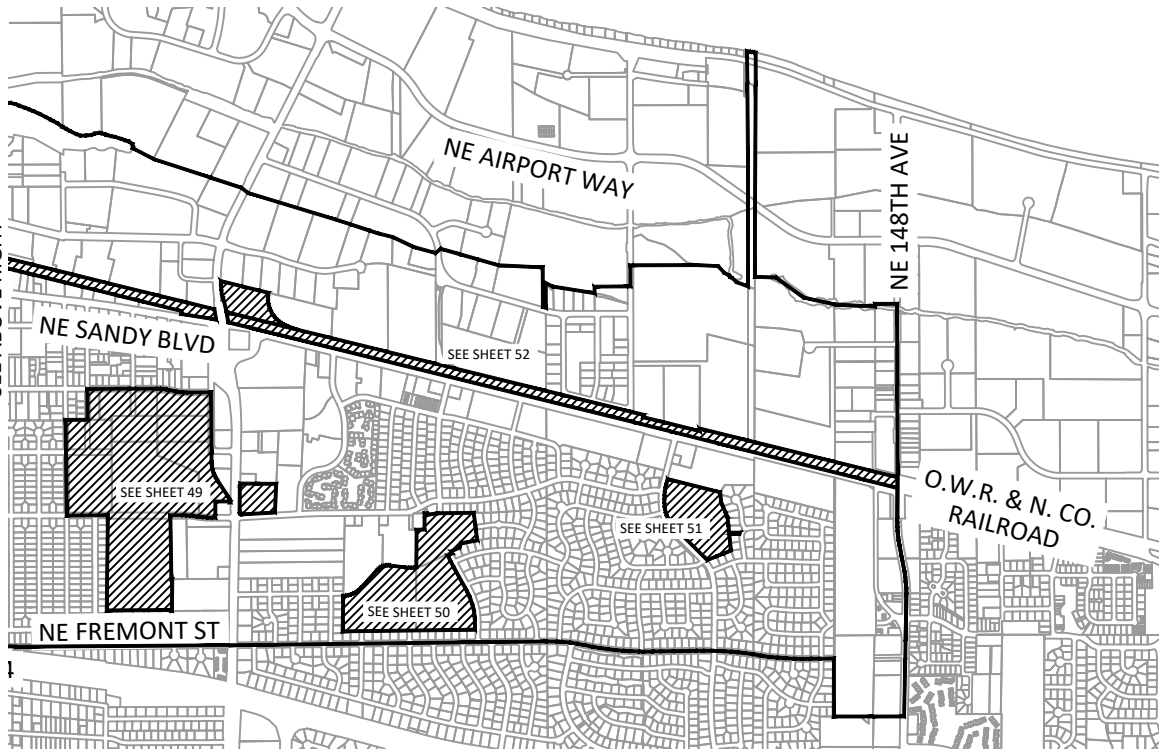
**ALSO EXCEPTING THEREFROM** THAT PARCEL DESCRIBED IN BOOK 2022, PAGE 1306, RECORDED 7/9/1997.

THE TRACT OF LAND DESCRIBED ABOVE CONTAINS 1,578 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.



SEE BELOW LEFT




SEE ABOVE RIGHT



SCALE: 1" = 2,000'

LEGEND:

 = EXCLUDE



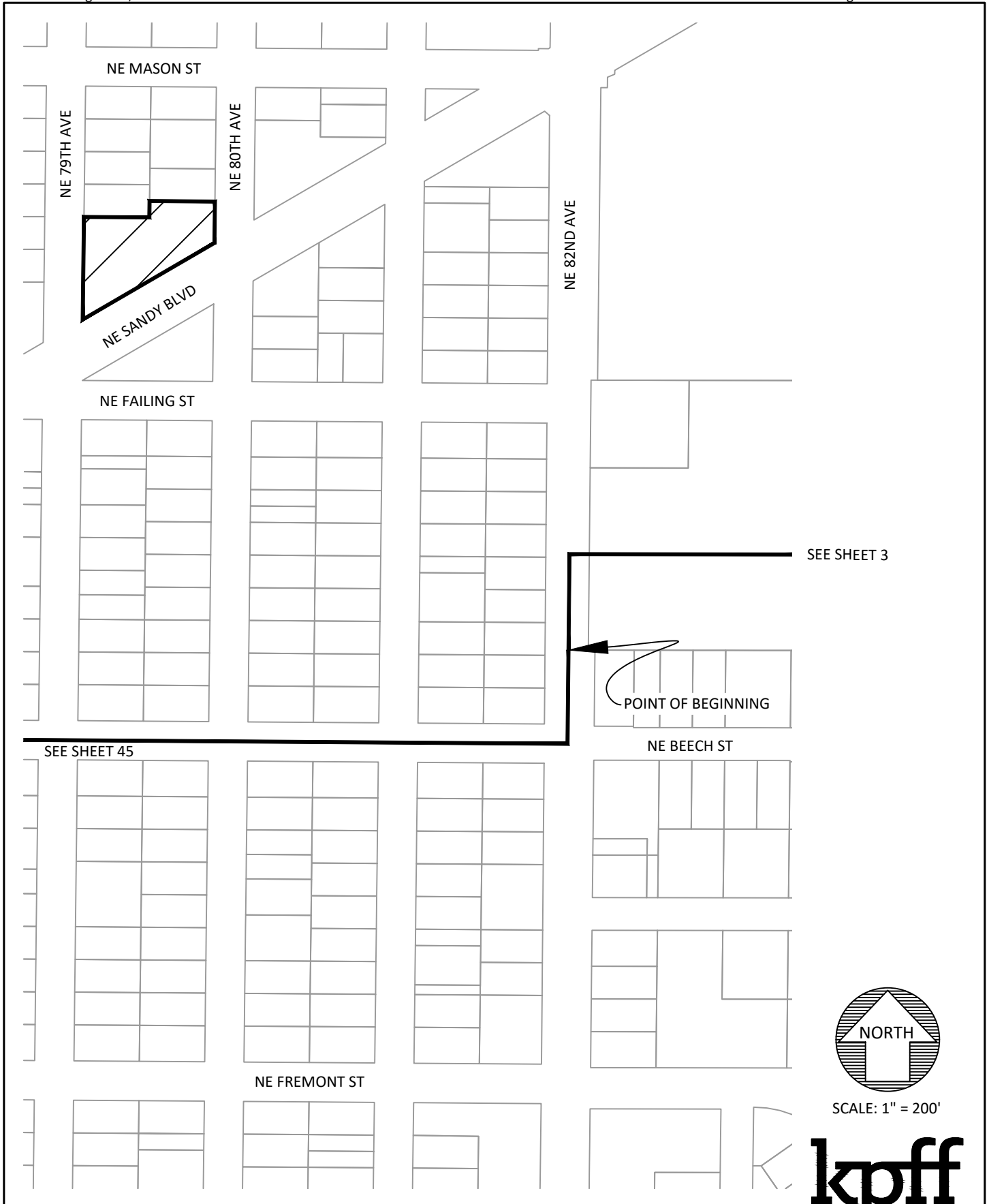
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 F: 503.274.4681  
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EXHIBIT B MAP - PARKROSE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	1/52





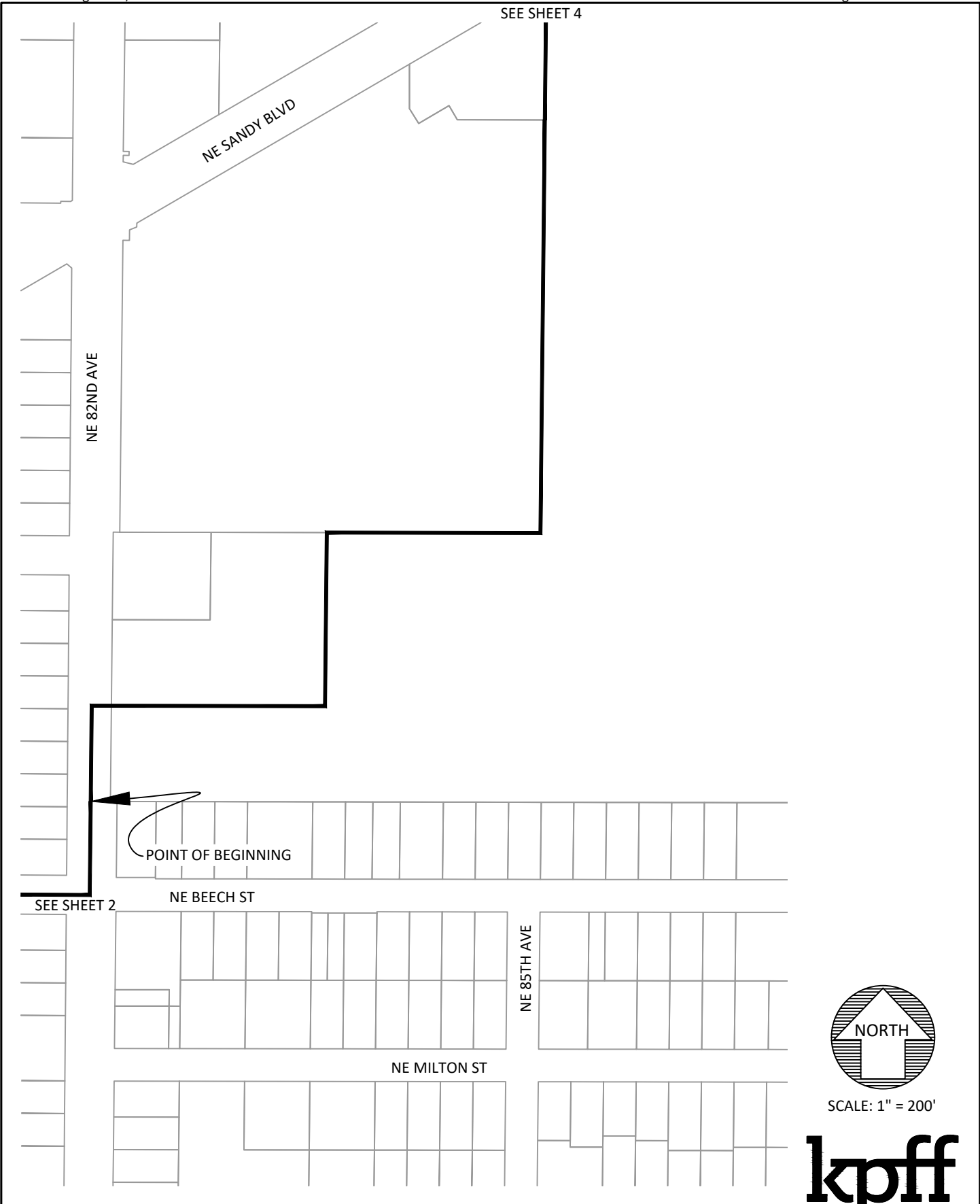
SCALE: 1" = 200'



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<b>EXHIBIT B MAP - PARKROSE</b>	DATE: 08/19/2024
	DRAWN BY: BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY: TTT
	PROJECT NO. 2400244
	SHEET: 2/52

SEE SHEET 4



SCALE: 1" = 200'

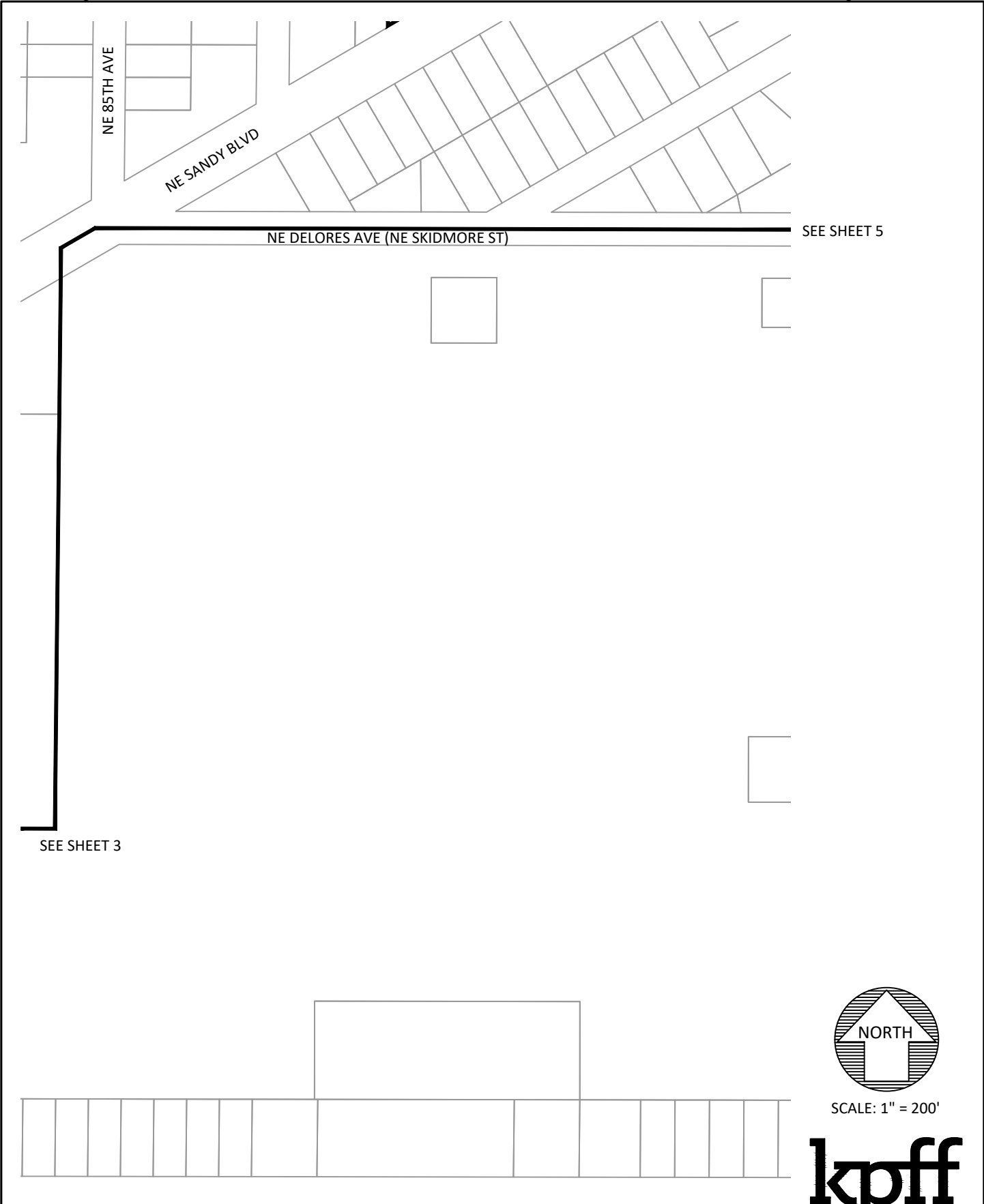


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EXHIBIT B MAP - PARKROSE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	3/52

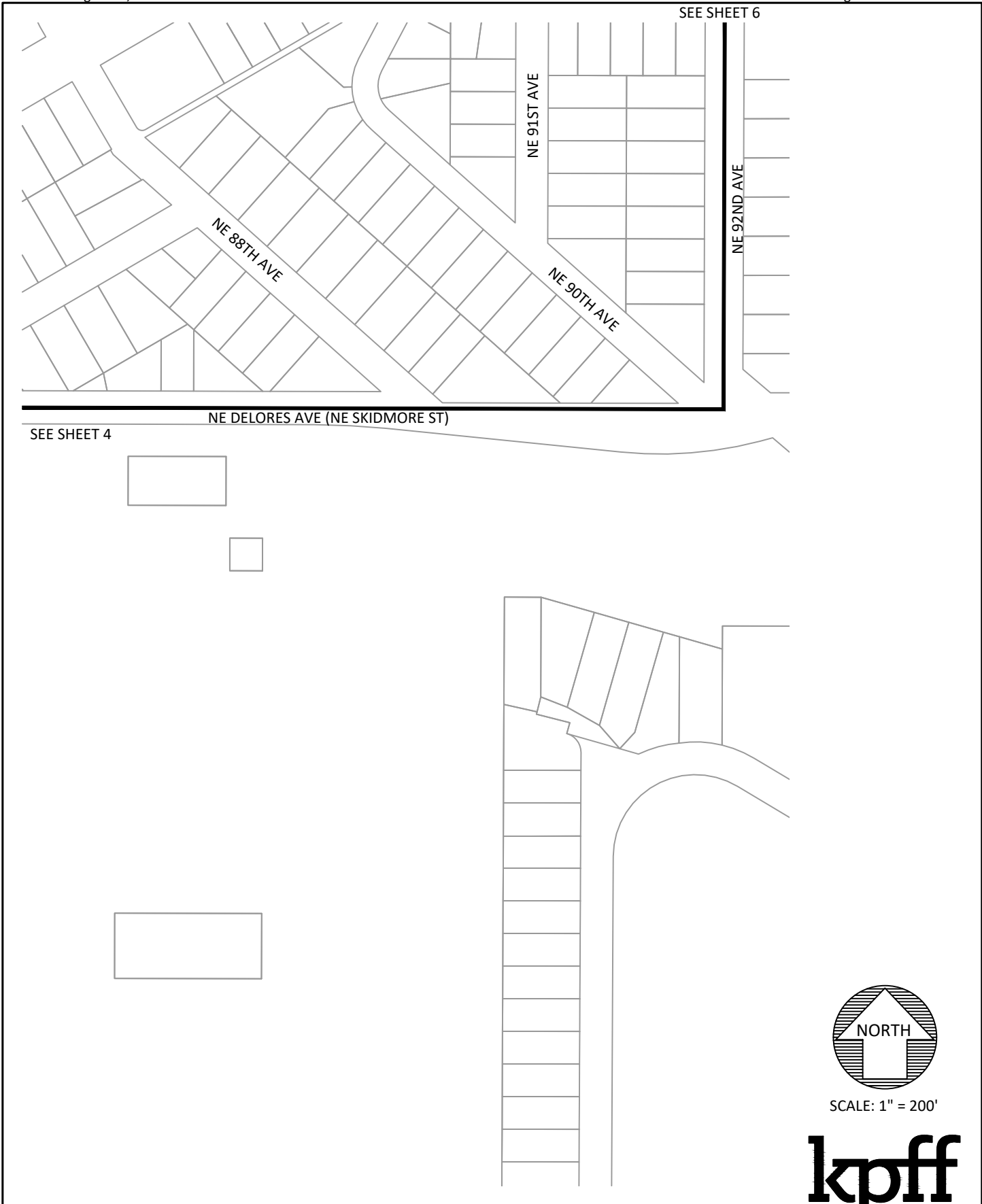


SCALE: 1" = 200'



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EXHIBIT B MAP - PARKROSE	DATE:	08/19/2024
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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	4/52



SCALE: 1" = 200'



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<b>EXHIBIT B MAP - PARKROSE</b>	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	5/52



SCALE: 1" = 200'



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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	6/52



SEE SHEET 6

NE PRESCOTT ST

SEE SHEET 8



SCALE: 1" = 200'

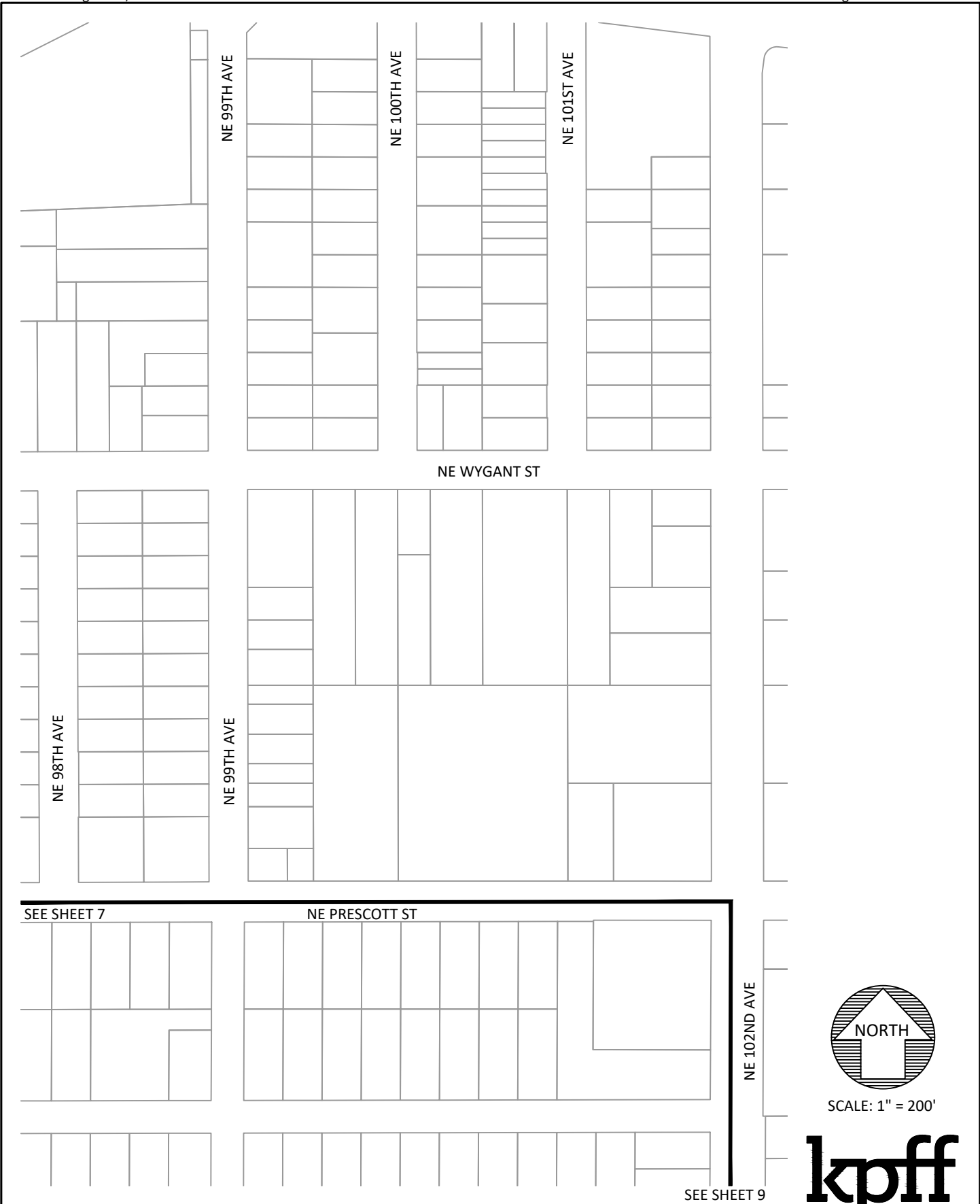


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	7/52

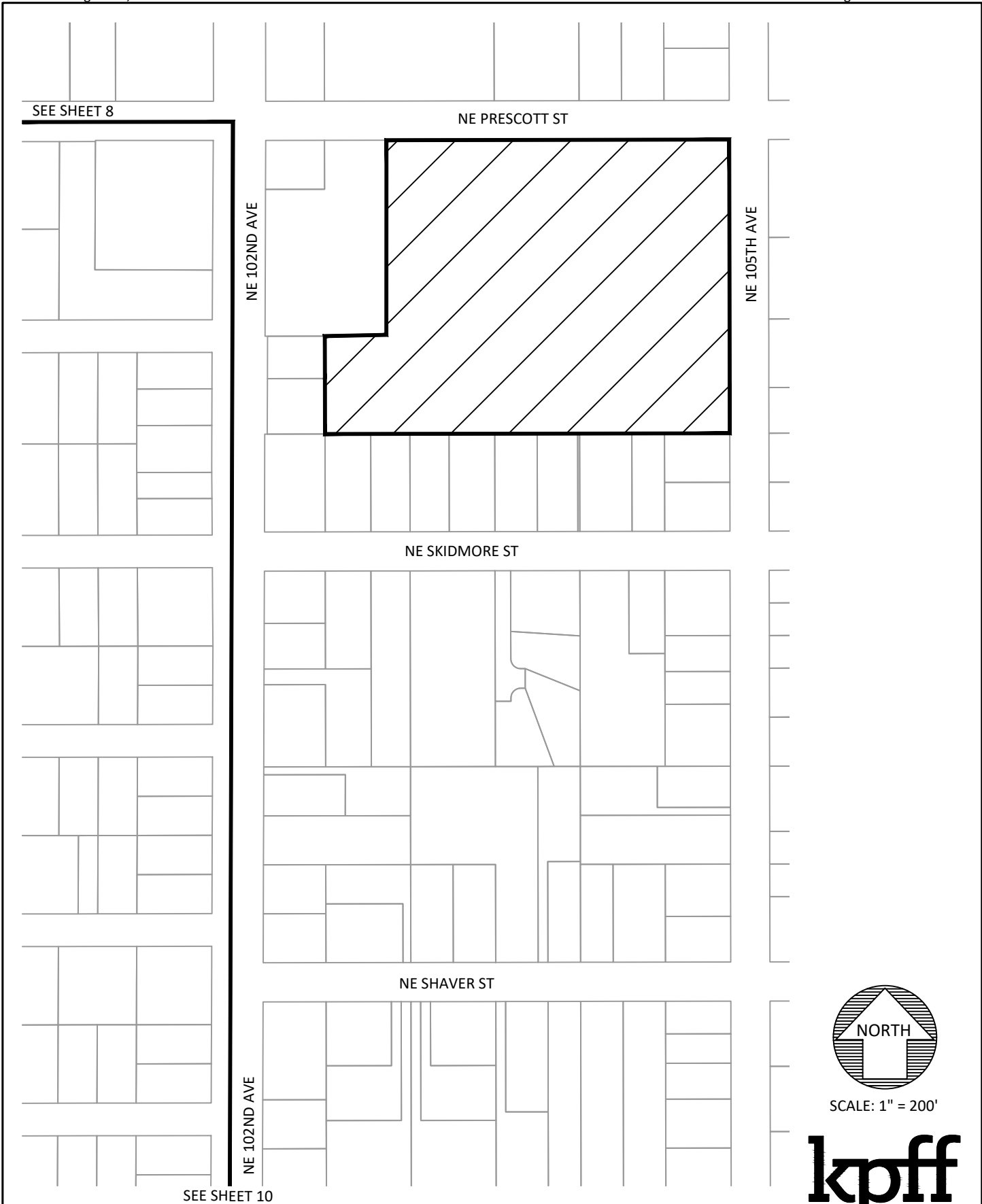


SCALE: 1" = 200'



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<b>EXHIBIT B MAP - PARKROSE</b>	DATE:	08/19/2024
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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	8/52



SCALE: 1" = 200'



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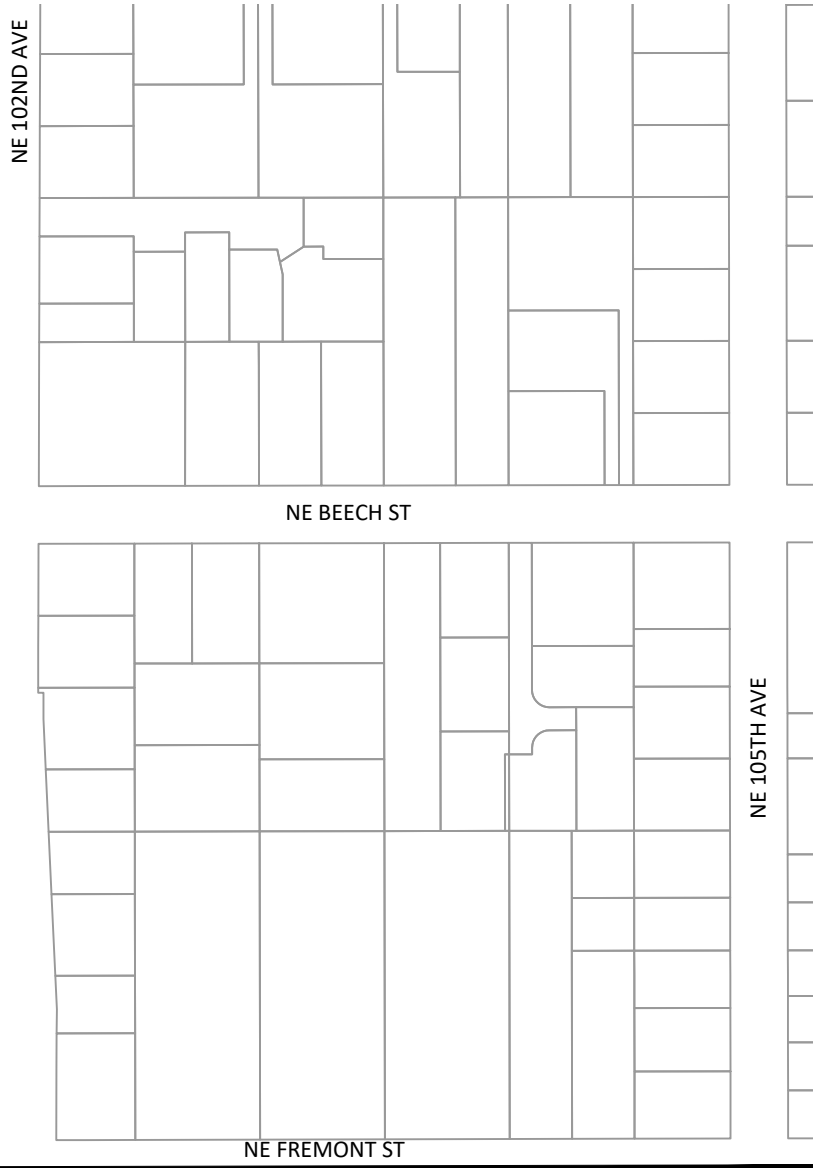
**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	9/52



SEE SHEET 9



SEE SHEET 11

INTERSTATE HWY I-84  
 (BANFIELD EXPRESSWAY)



SCALE: 1" = 200'

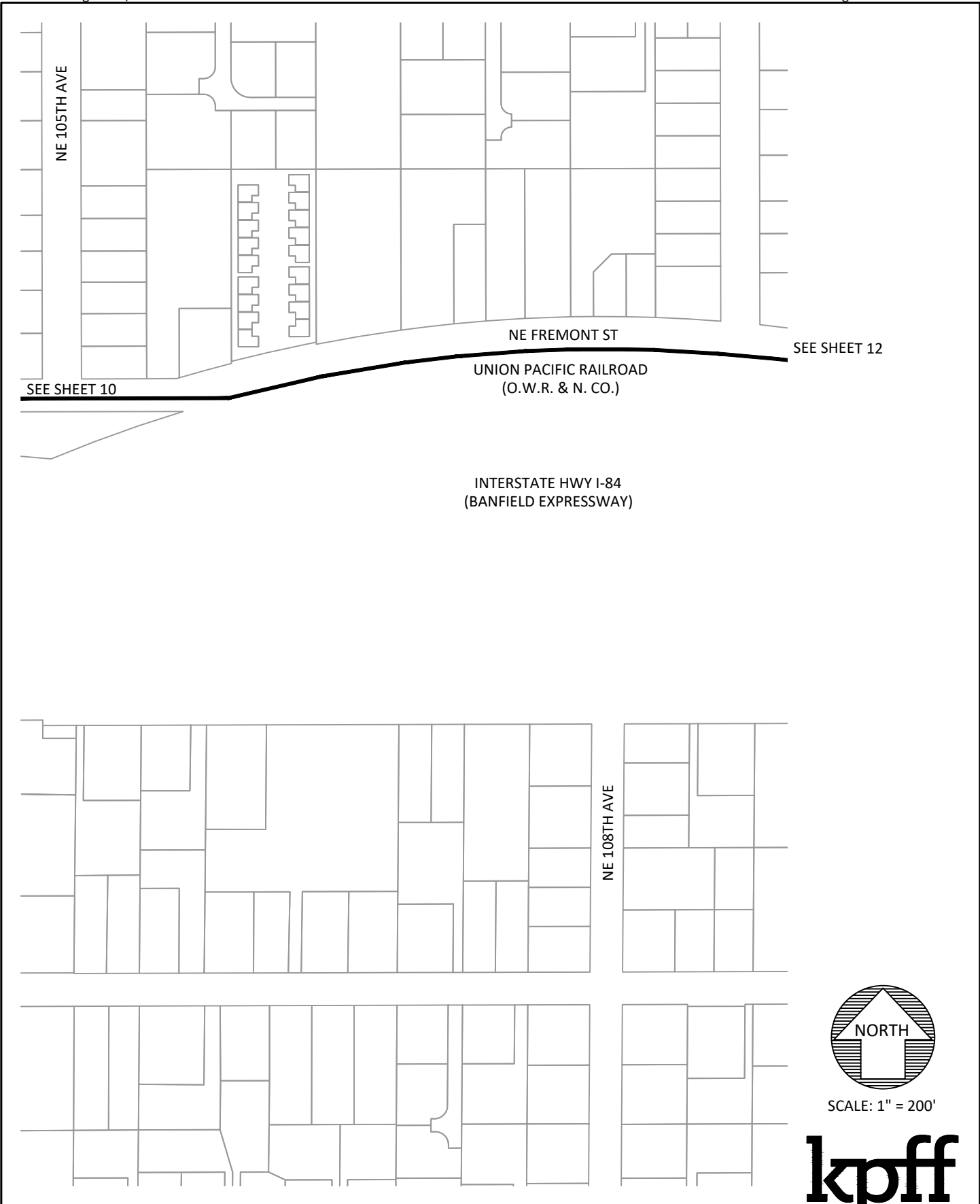


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	10/52



SCALE: 1" = 200'

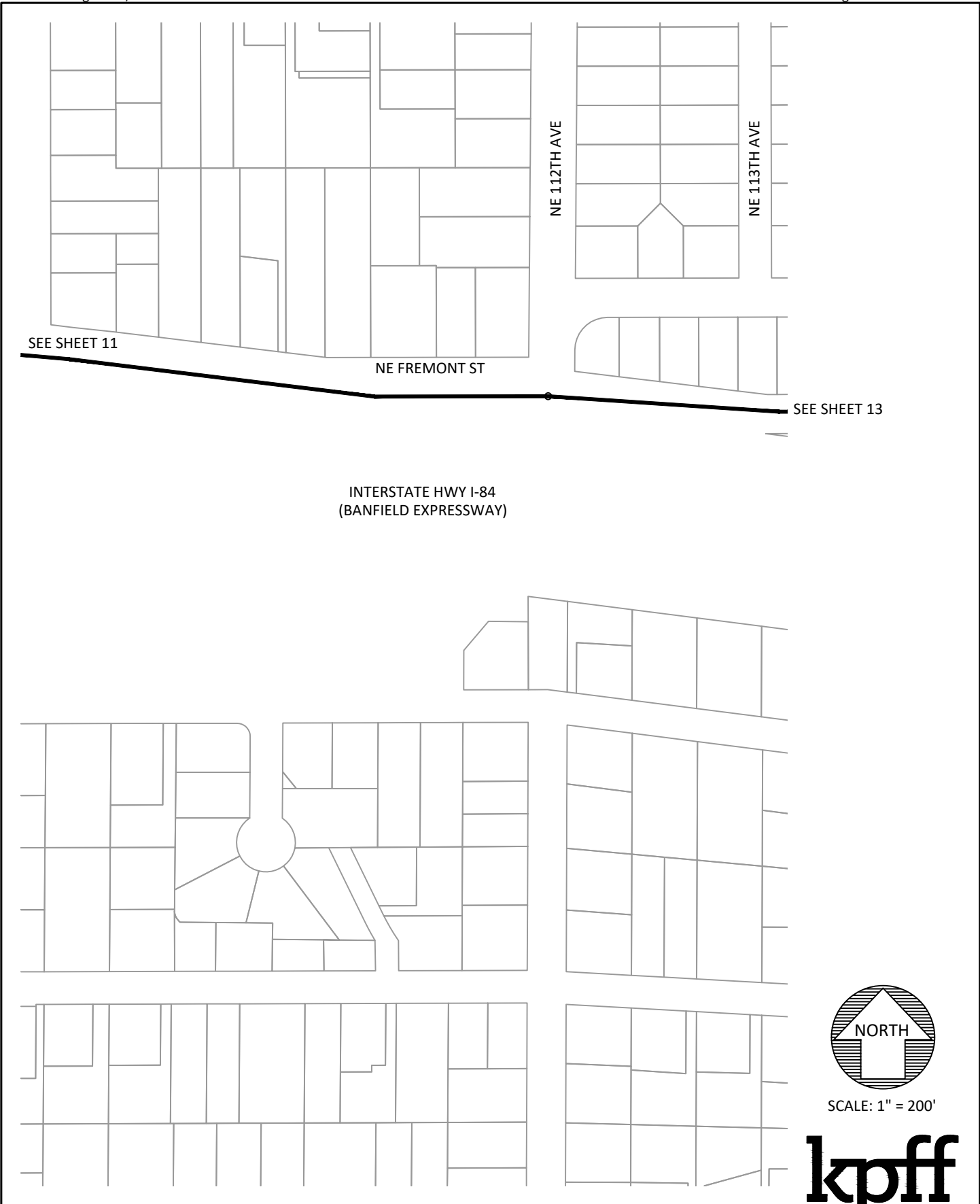


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	11/52



INTERSTATE HWY I-84  
 (BANFIELD EXPRESSWAY)



SCALE: 1" = 200'

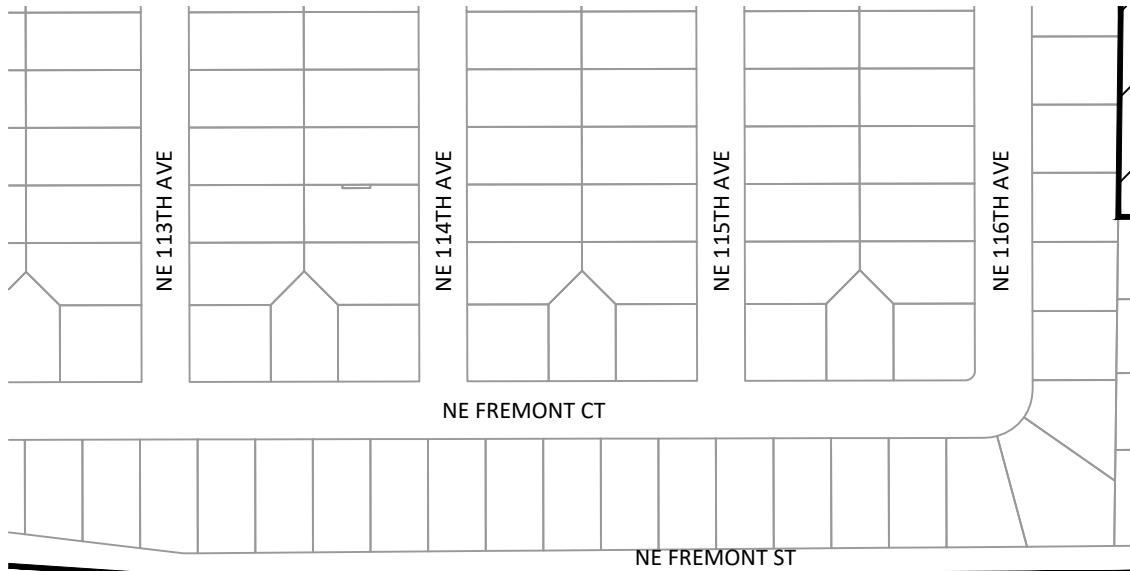


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

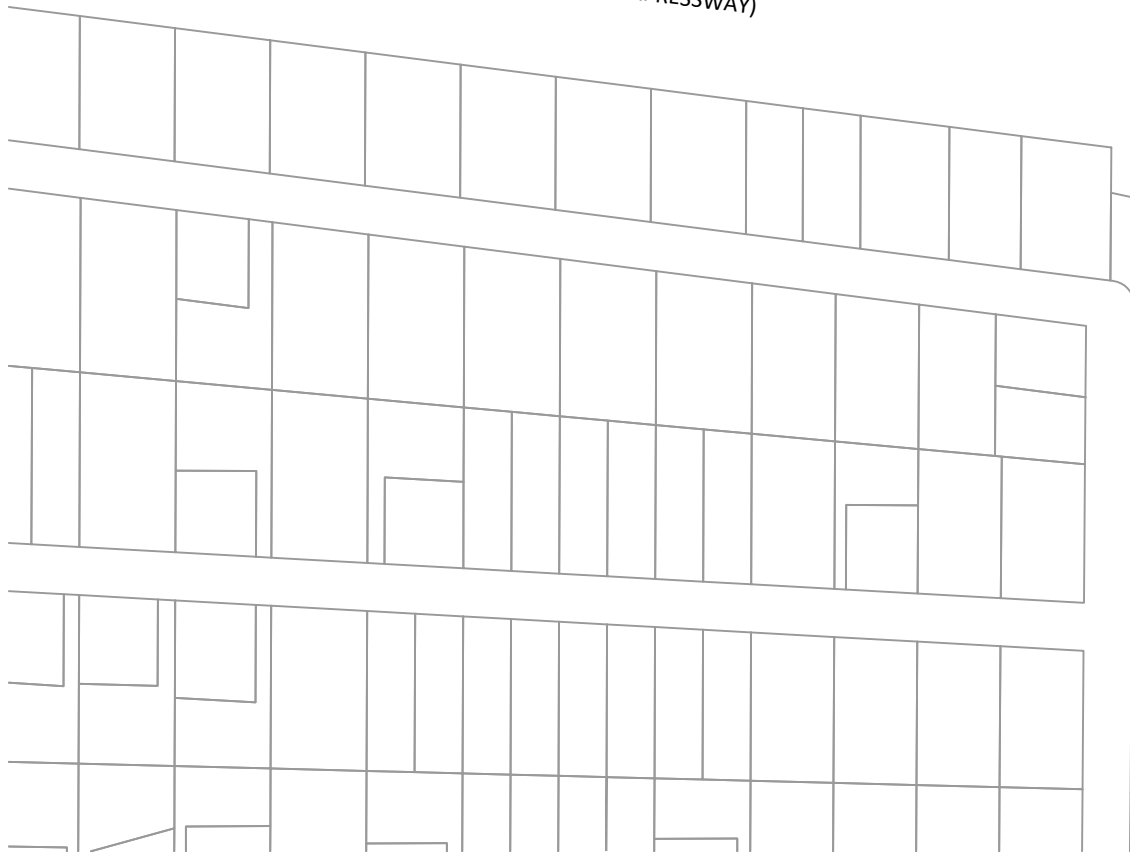
DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	12/52



SEE SHEET 12

SEE SHEET 14

INTERSTATE HWY I-84  
 (BANFIELD EXPRESSWAY)



SCALE: 1" = 200'

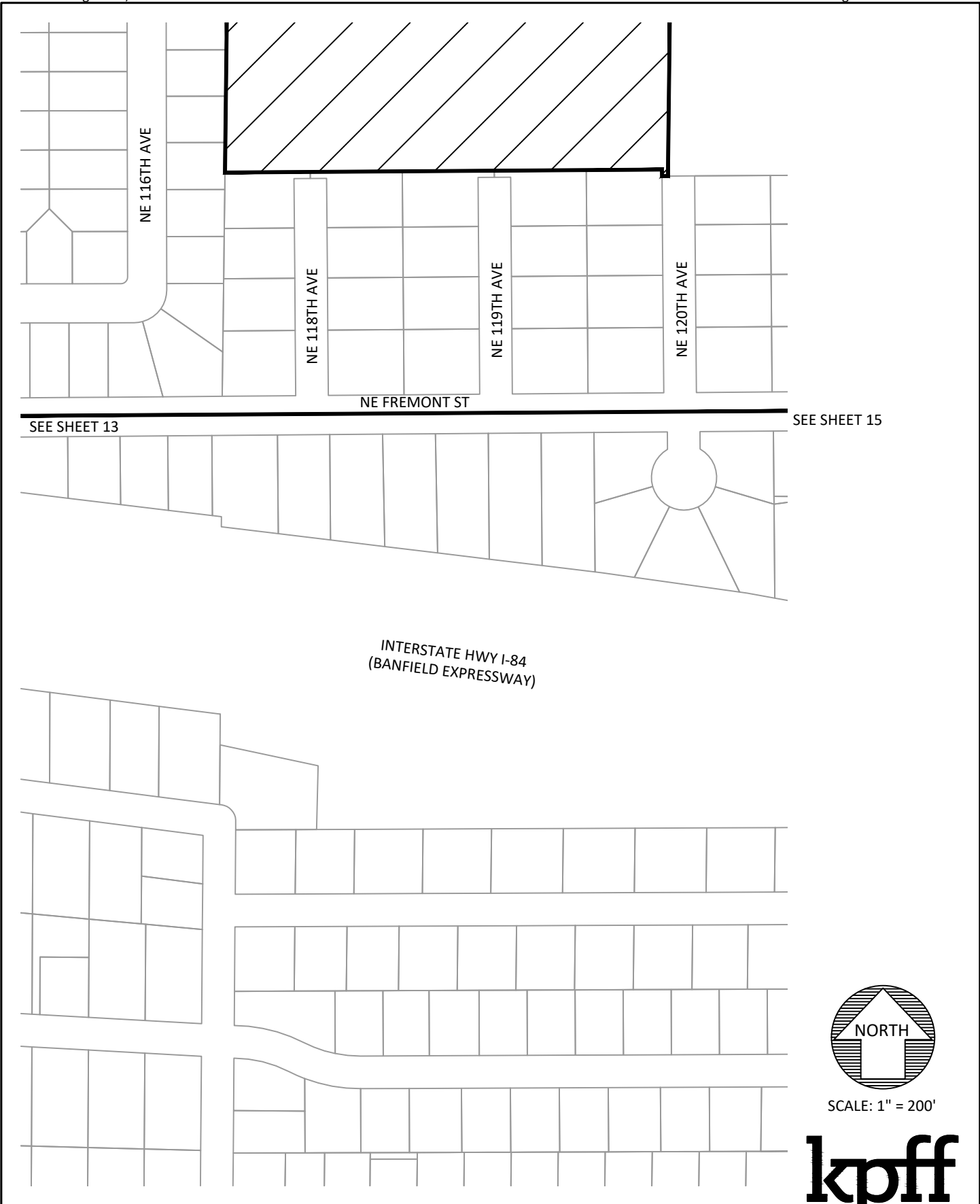


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EXHIBIT B MAP - PARKROSE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

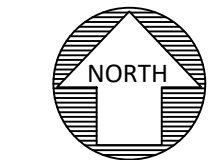
DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	13/52



**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	14/52



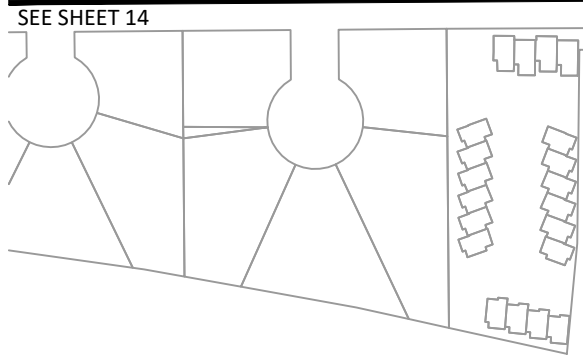
SCALE: 1" = 200'



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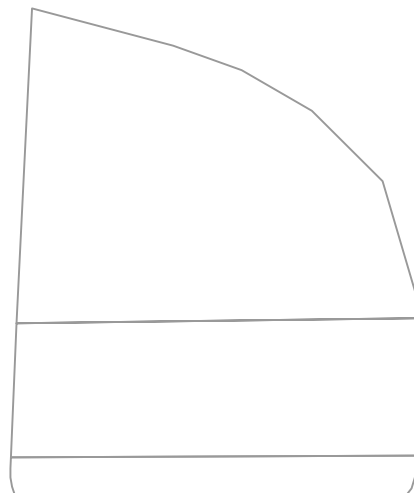
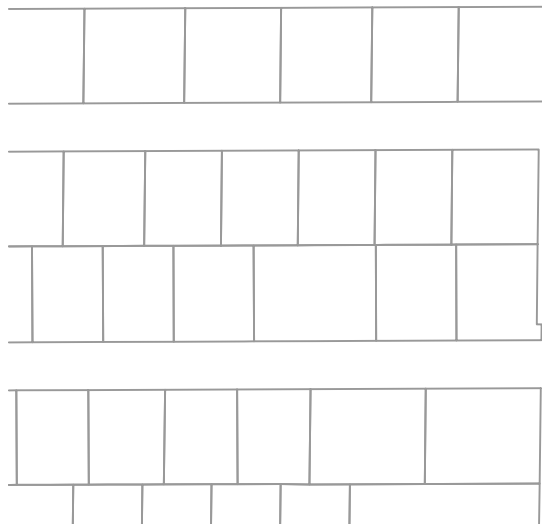
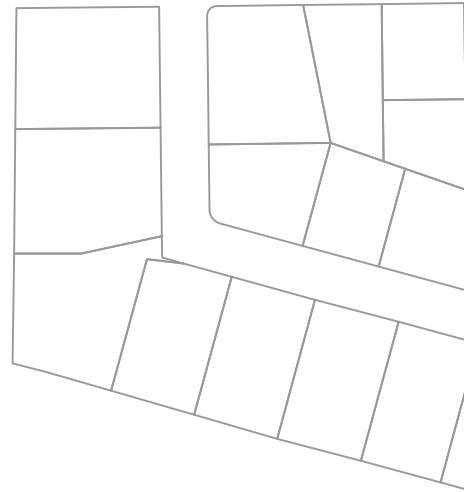


SEE SHEET 16



SEE SHEET 14

INTERSTATE HWY I-84  
 (BANFIELD EXPRESSWAY)



SCALE: 1" = 200'

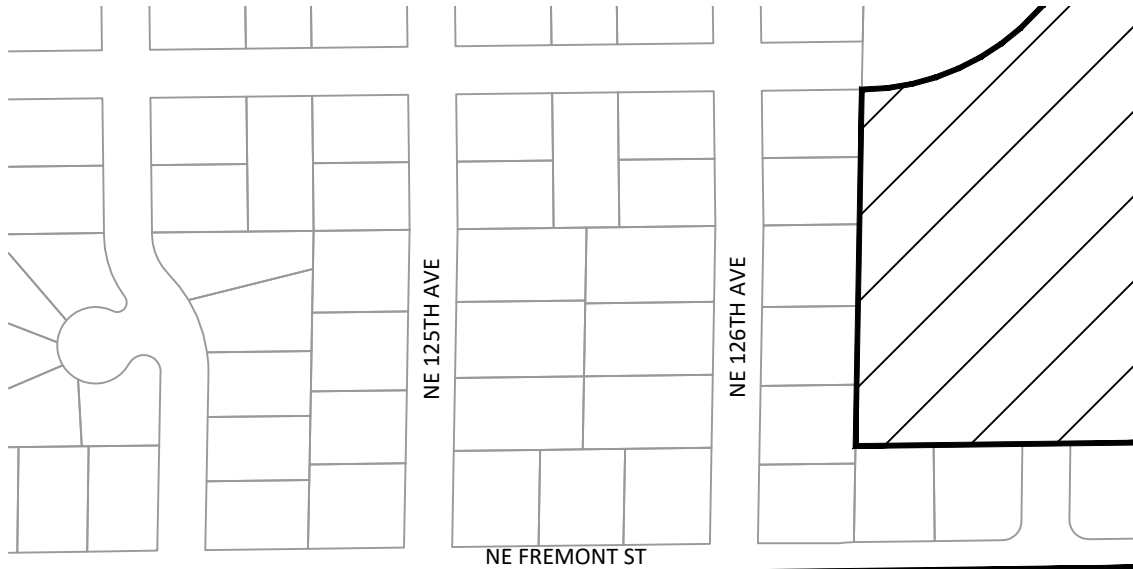


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EXHIBIT B MAP - PARKROSE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	15/52



SEE SHEET 15

SEE SHEET 17



SCALE: 1" = 200'

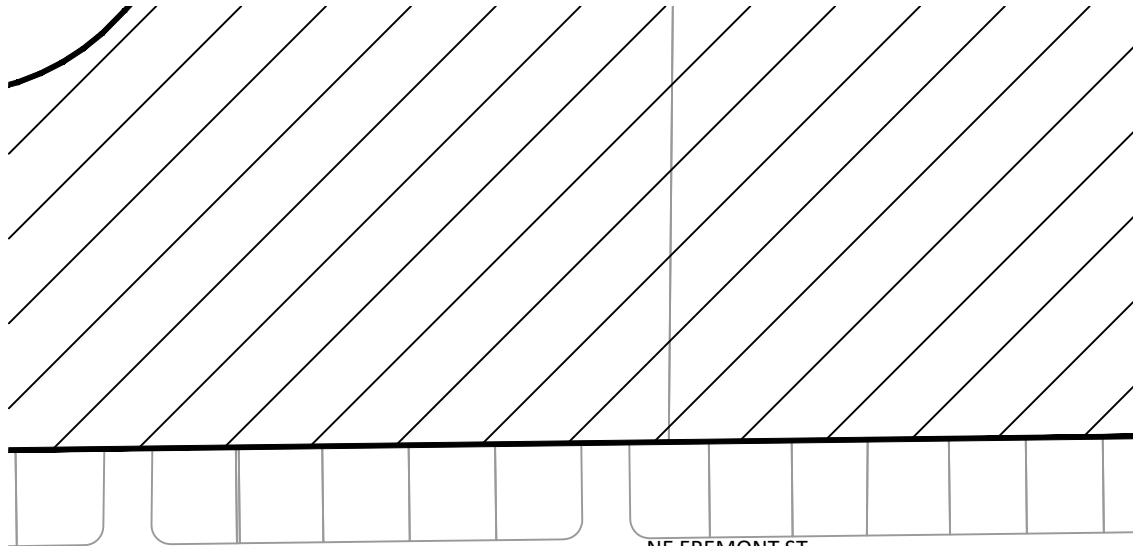


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	16/52



NE FREMONT ST

SEE SHEET 18

SEE SHEET 16



INTERSTATE HWY I-84  
 (BANFIELD EXPRESSWAY)



SCALE: 1" = 200'



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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	17/52





SEE SHEET 17

SEE SHEET 19



SCALE: 1" = 200'

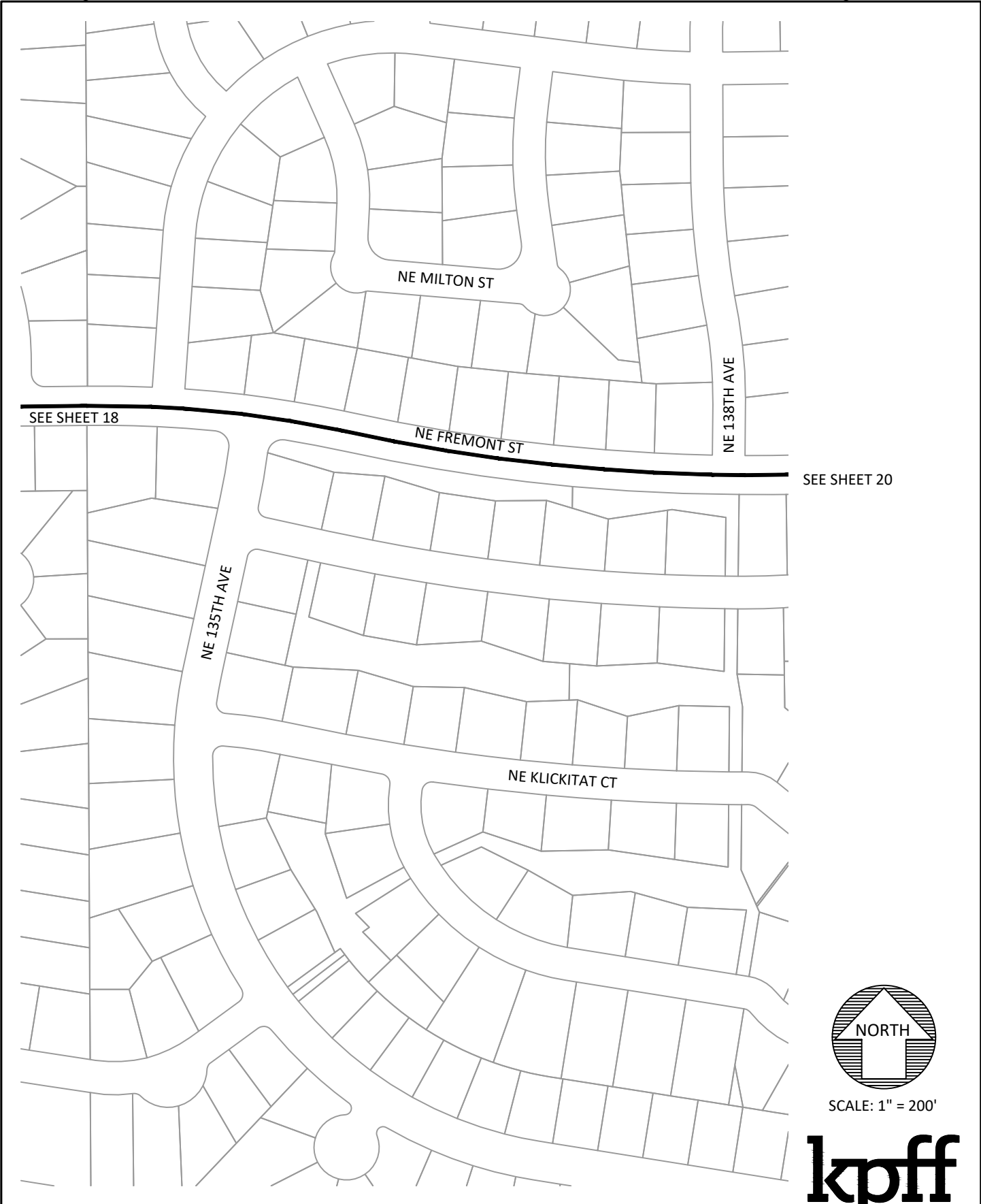


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	18/52



SCALE: 1" = 200'



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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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



SCALE: 1" = 200'

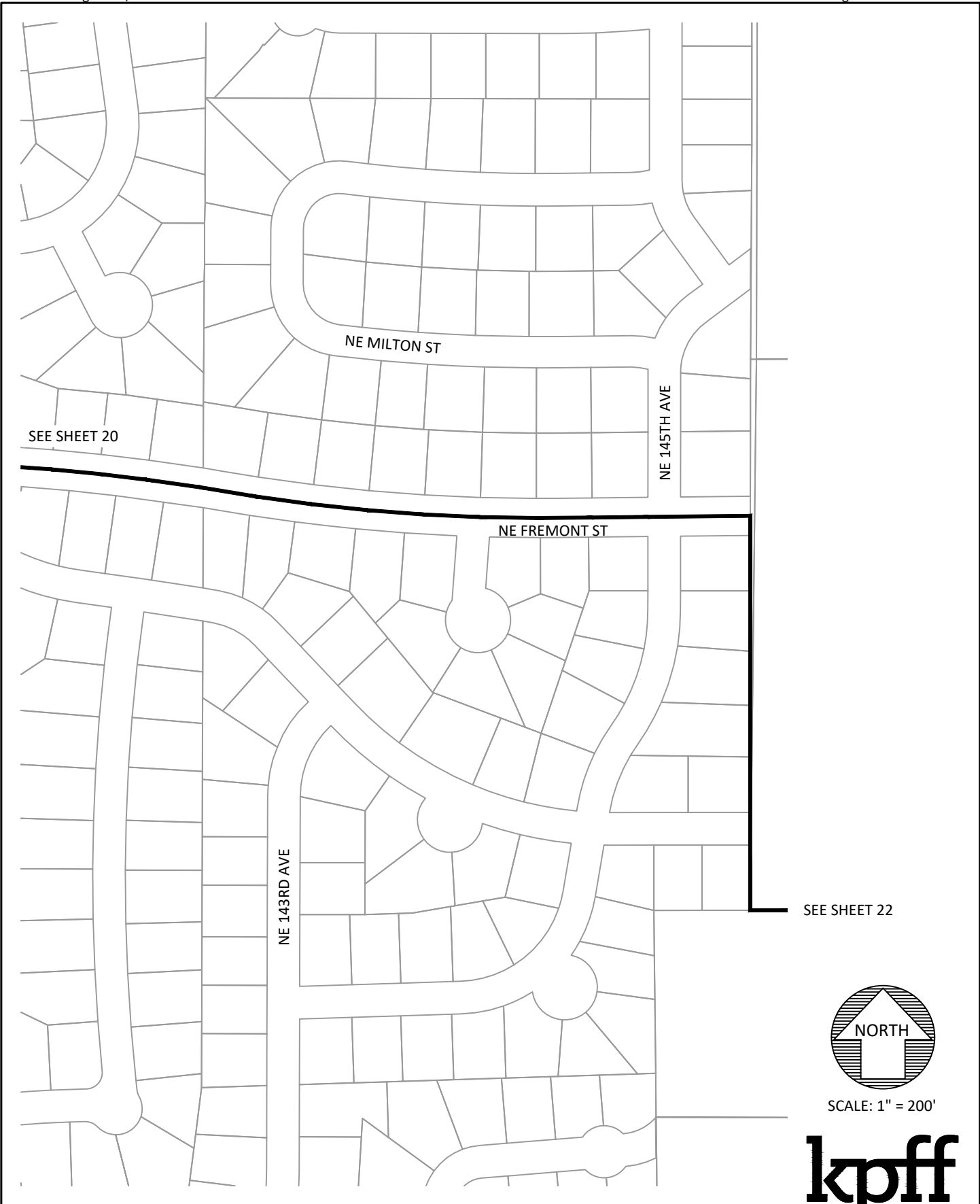


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	20/52



SCALE: 1" = 200'



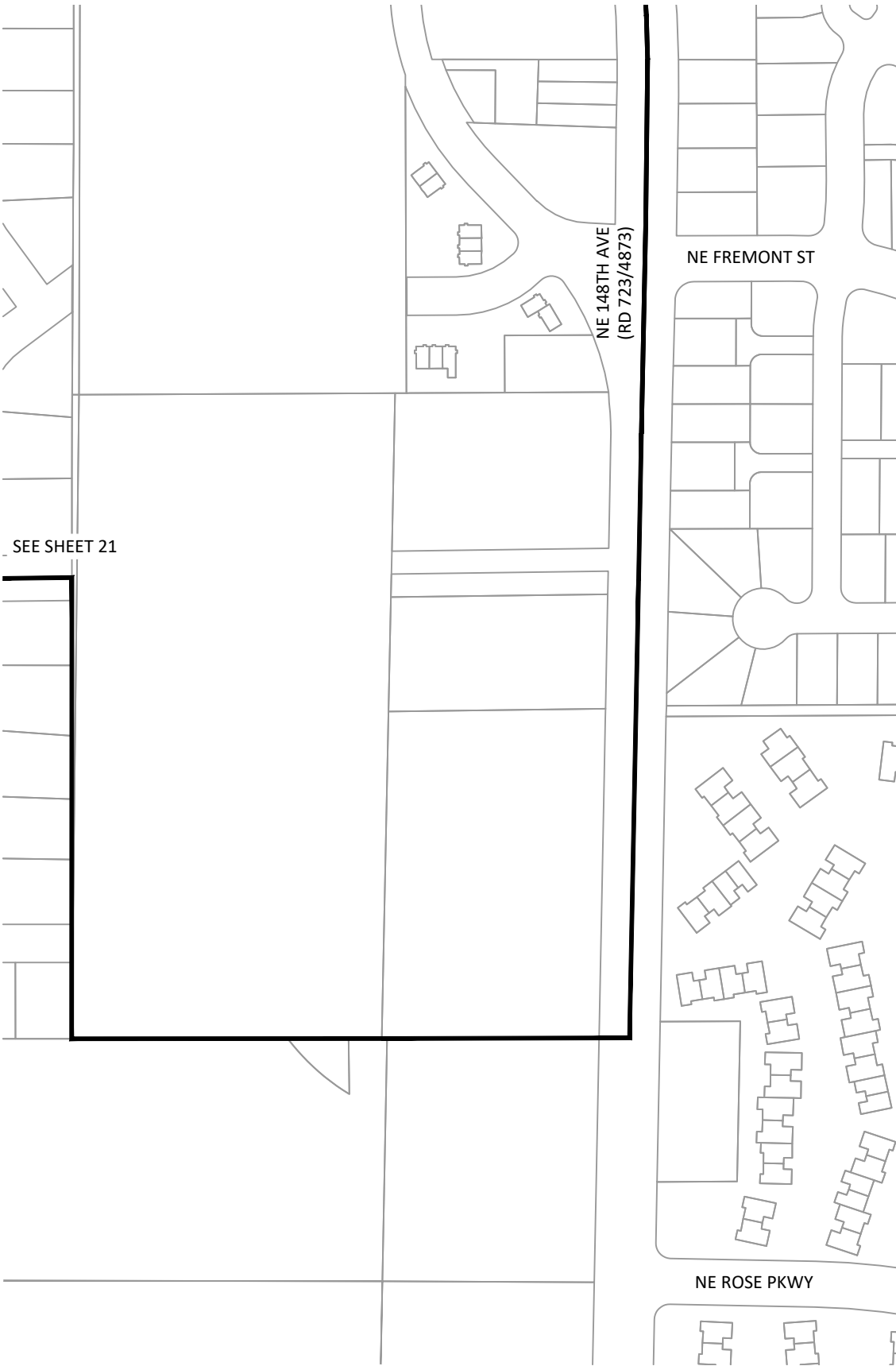
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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	21/52

SEE SHEET 23



SCALE: 1" = 200'

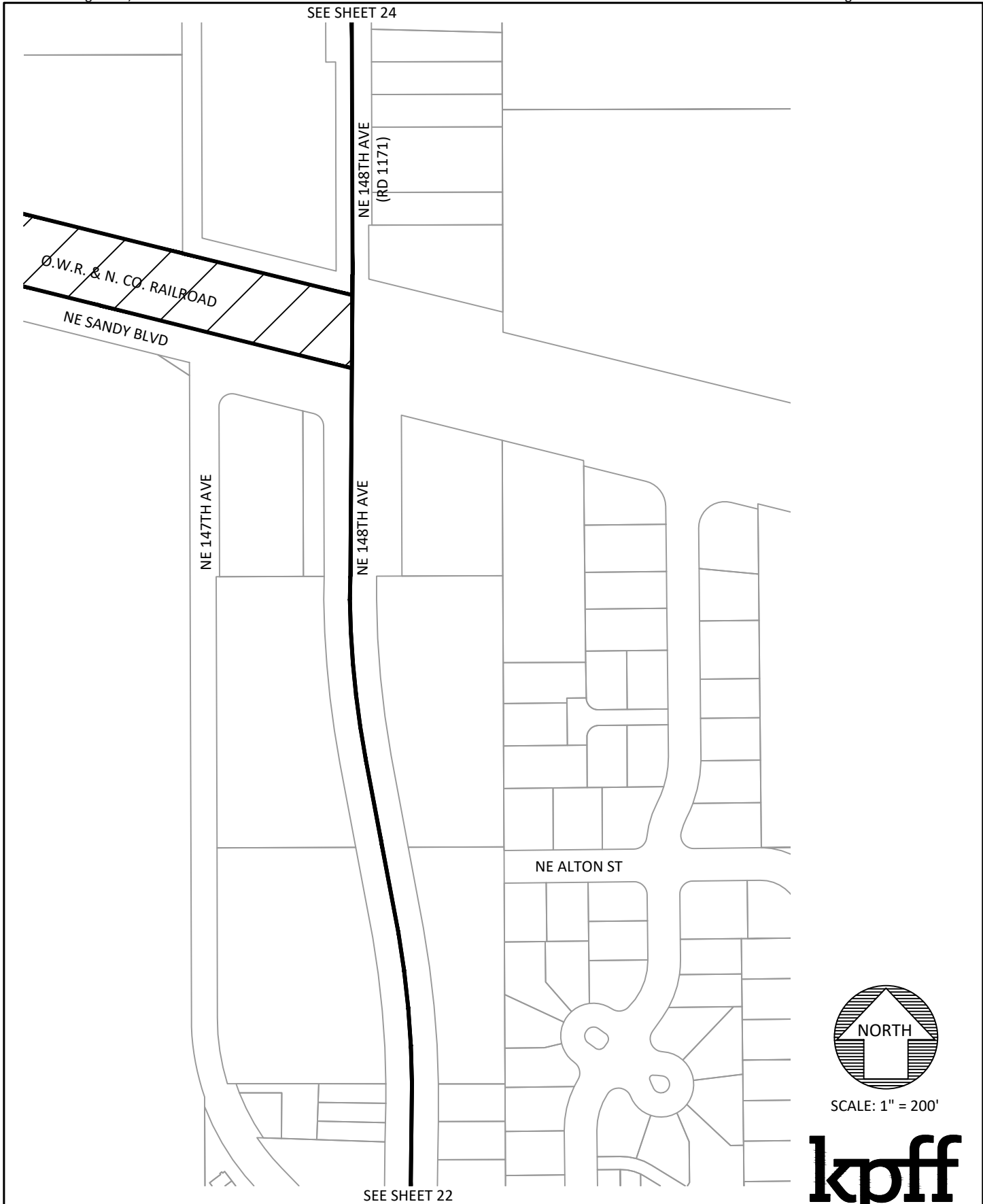


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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	22/52



SCALE: 1" = 200'

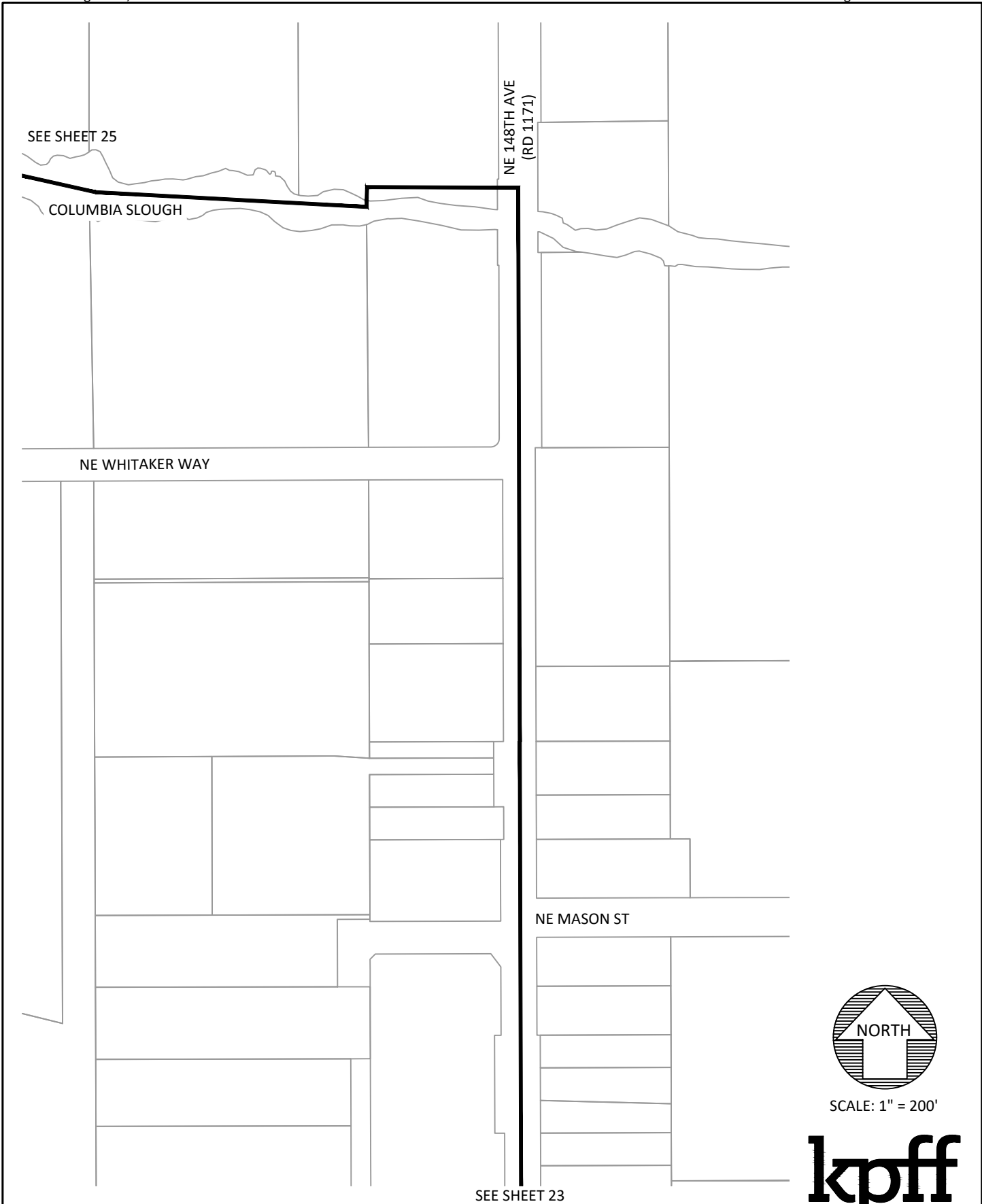


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EXHIBIT B MAP - PARKROSE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	23/52

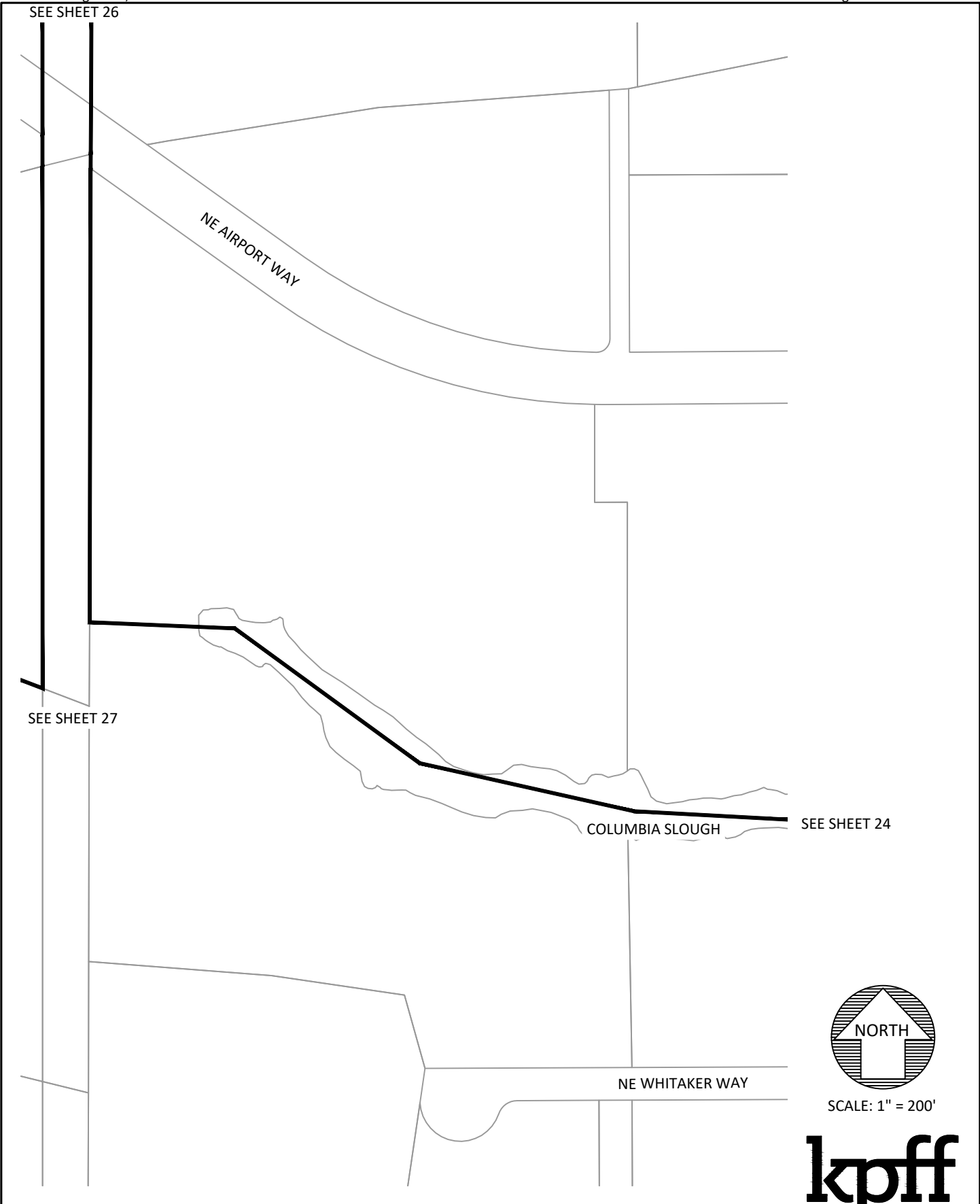


SCALE: 1" = 200'



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EXHIBIT B MAP - PARKROSE	DATE:	08/19/2024
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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	24/52



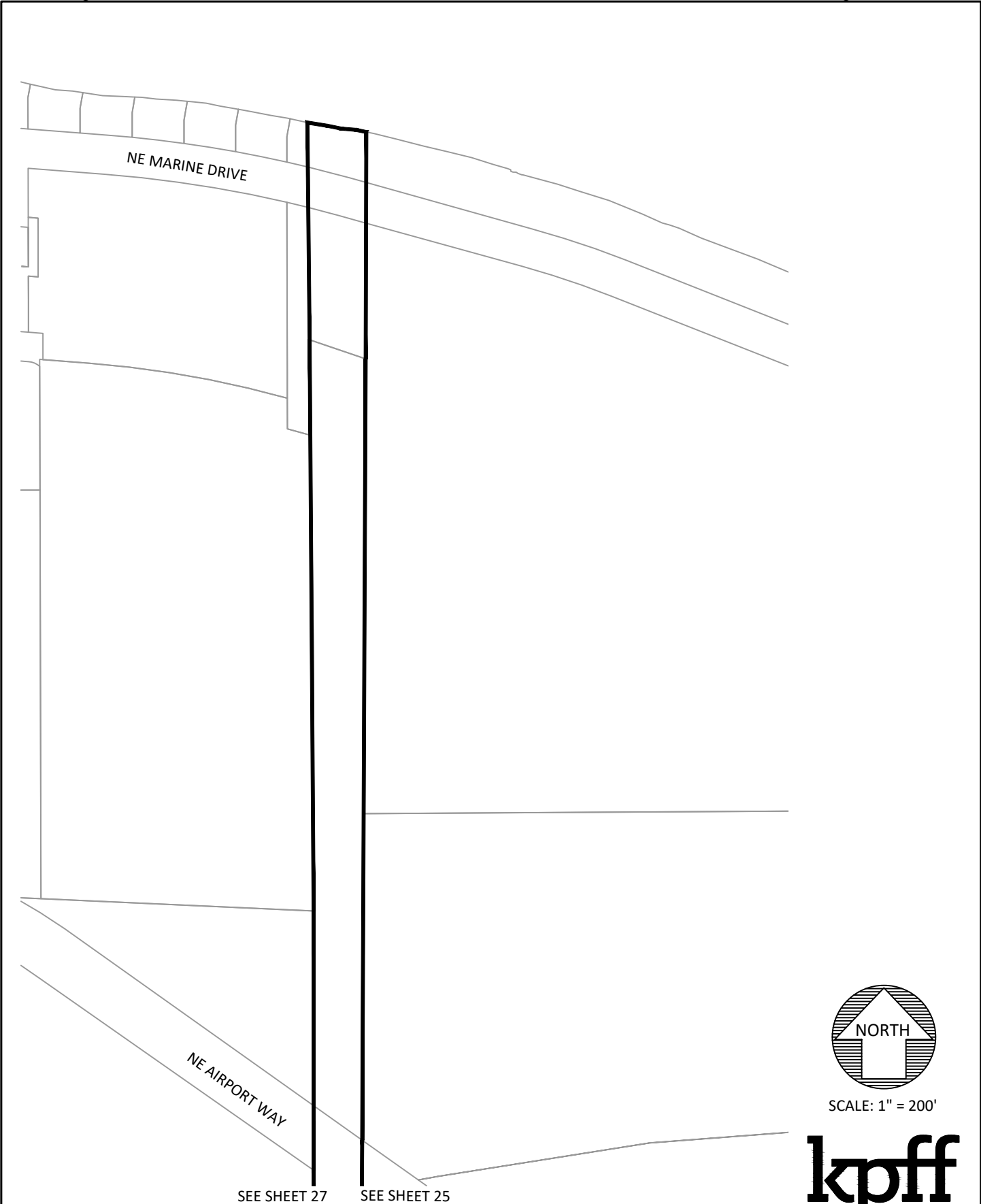
SCALE: 1" = 200'



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EXHIBIT B MAP - PARKROSE	DATE:	08/19/2024
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	PROJECT NO.	2400244
	SHEET:	25/52





SCALE: 1" = 200'

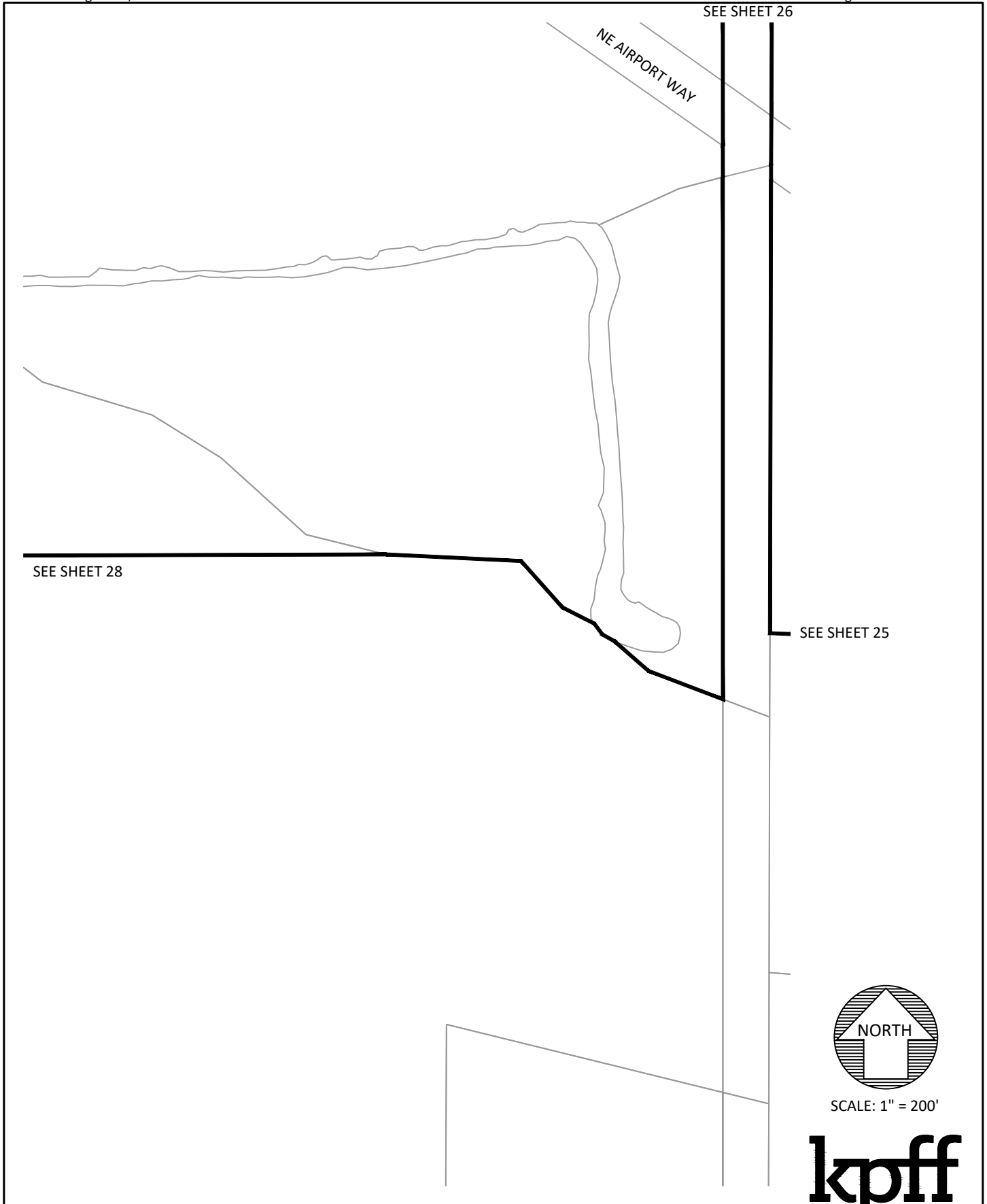


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EXHIBIT B MAP - PARKROSE

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	26/52

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

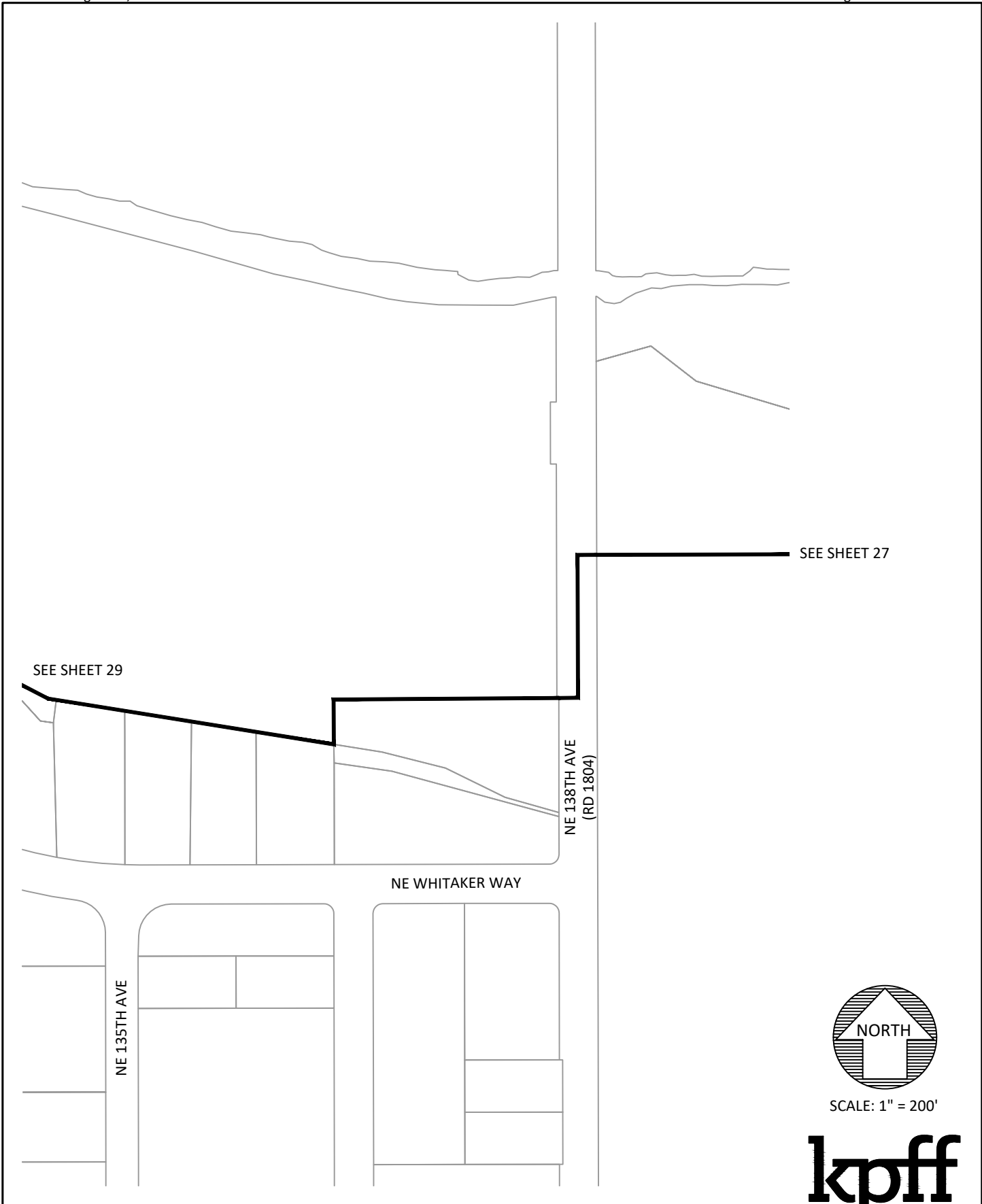


SCALE: 1" = 200'



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EXHIBIT B MAP - PARKROSE	DATE:	08/19/2024
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	PROJECT NO.	2400244
	SHEET:	27/52



SEE SHEET 29

SEE SHEET 27

NE 138TH AVE  
(RD 1804)

NE WHITAKER WAY

NE 135TH AVE



SCALE: 1" = 200'

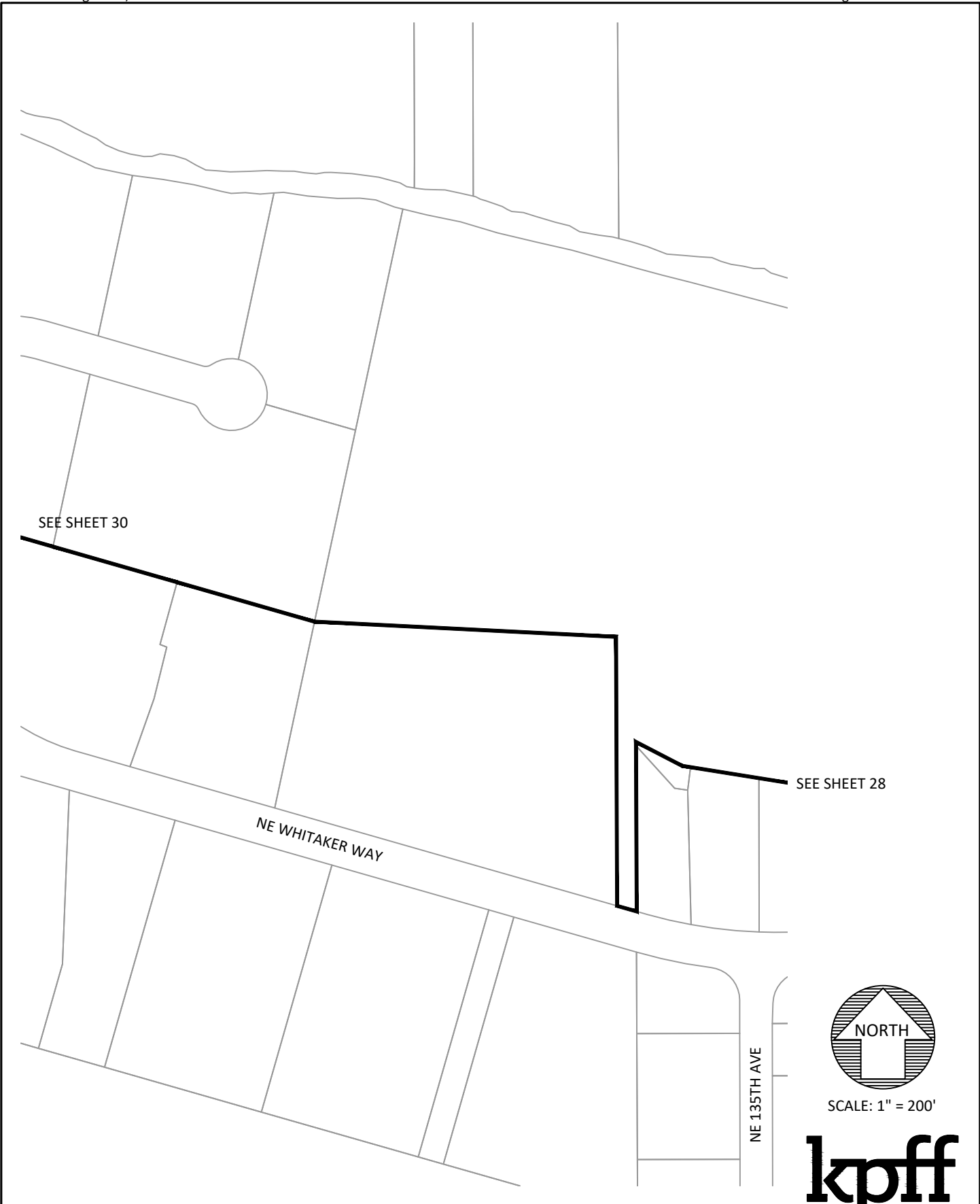


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EXHIBIT B MAP - PARKROSE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	28/52

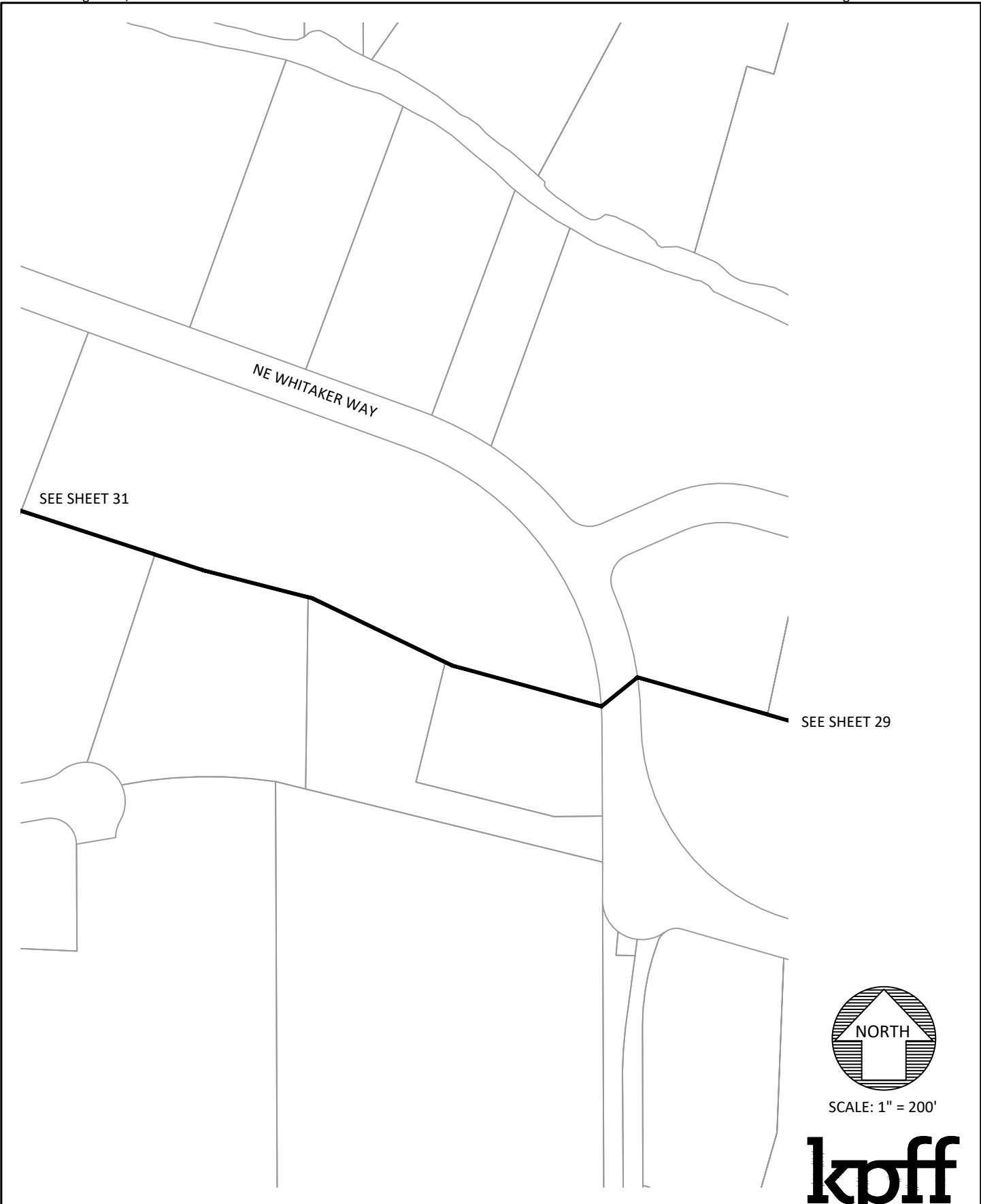


SCALE: 1" = 200'



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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	29/52



SCALE: 1" = 200'

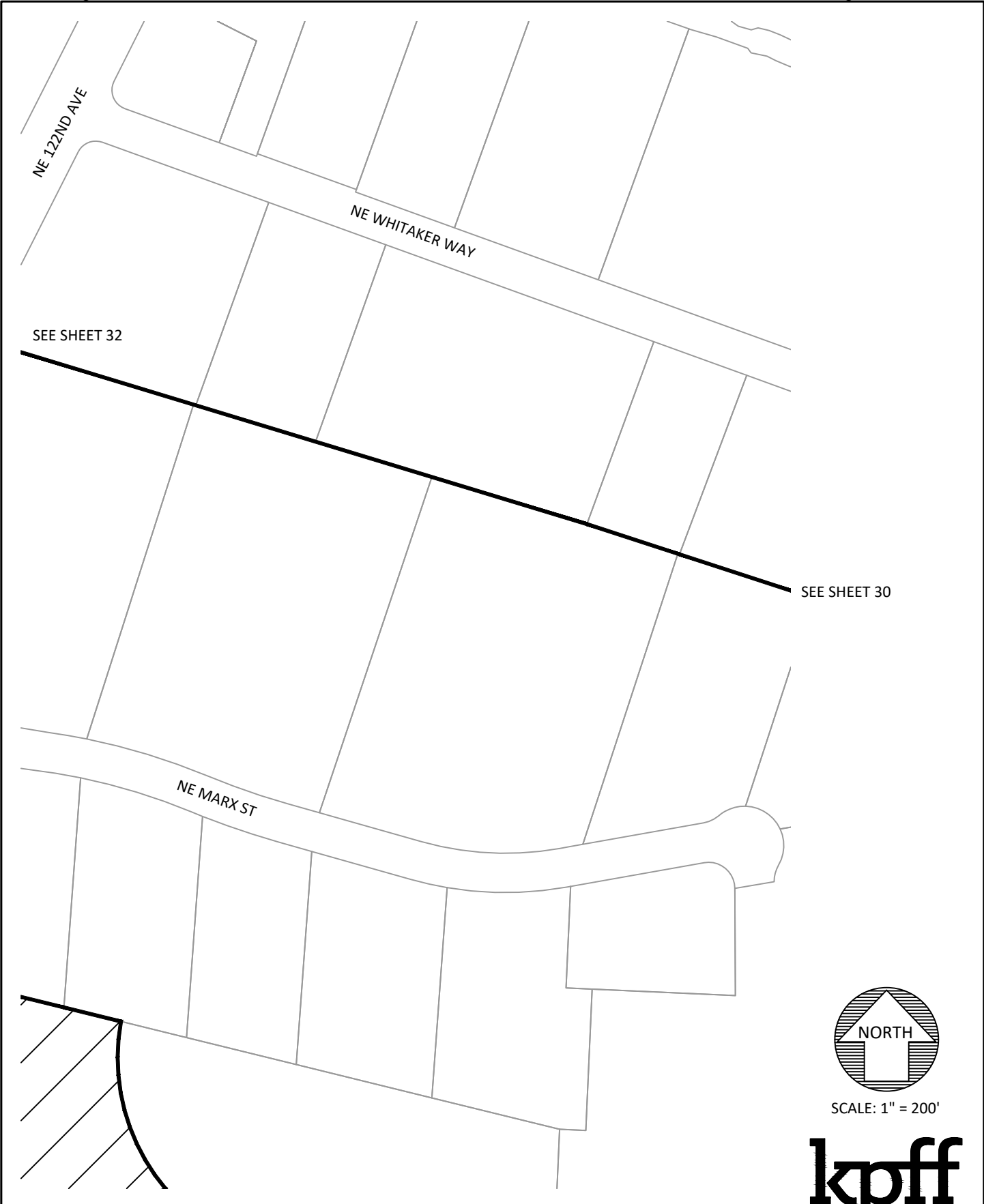


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	30/52



**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	31/52



SCALE: 1" = 200'



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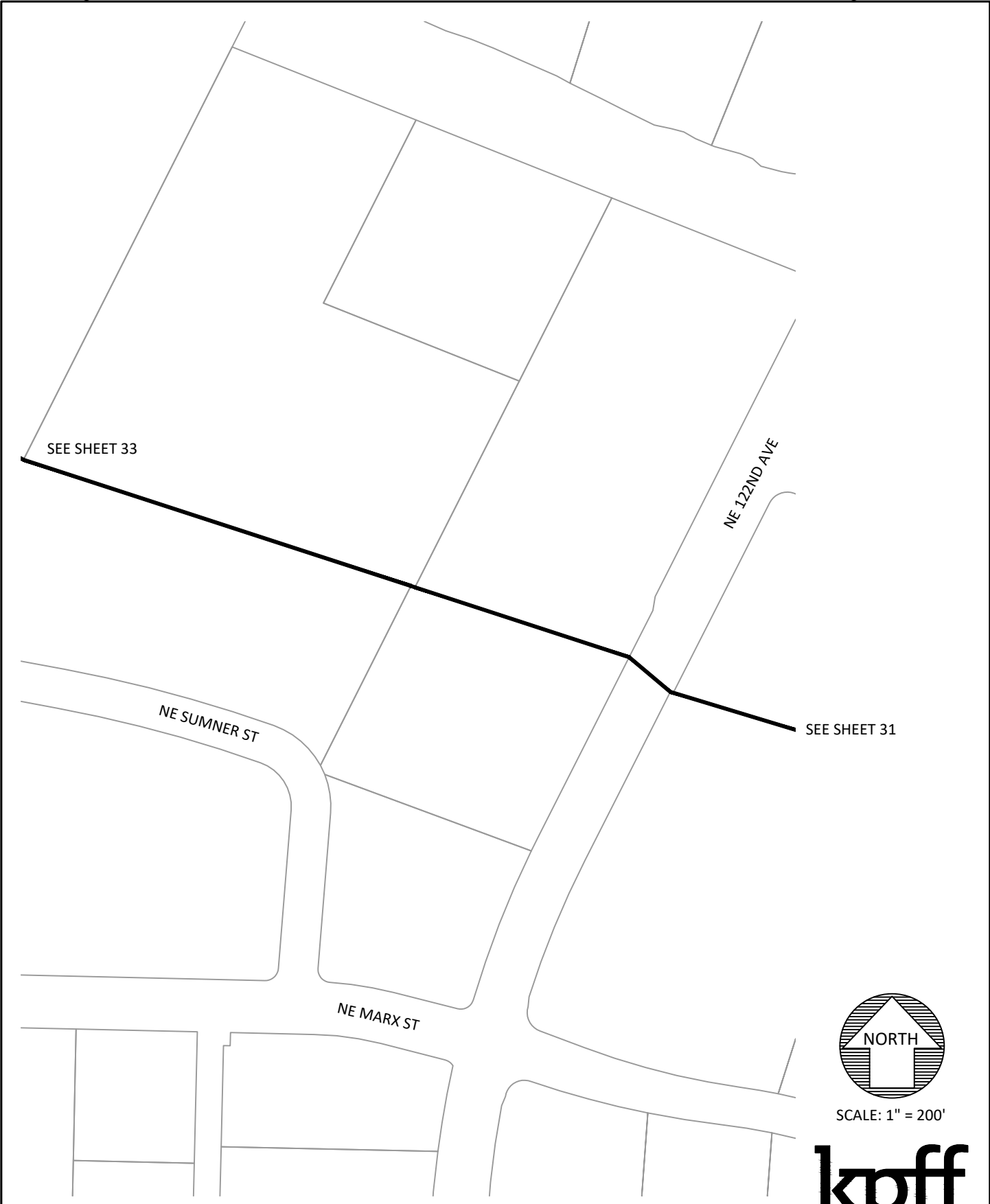
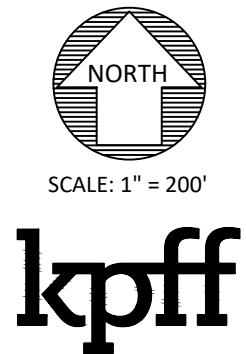


EXHIBIT B MAP - PARKROSE

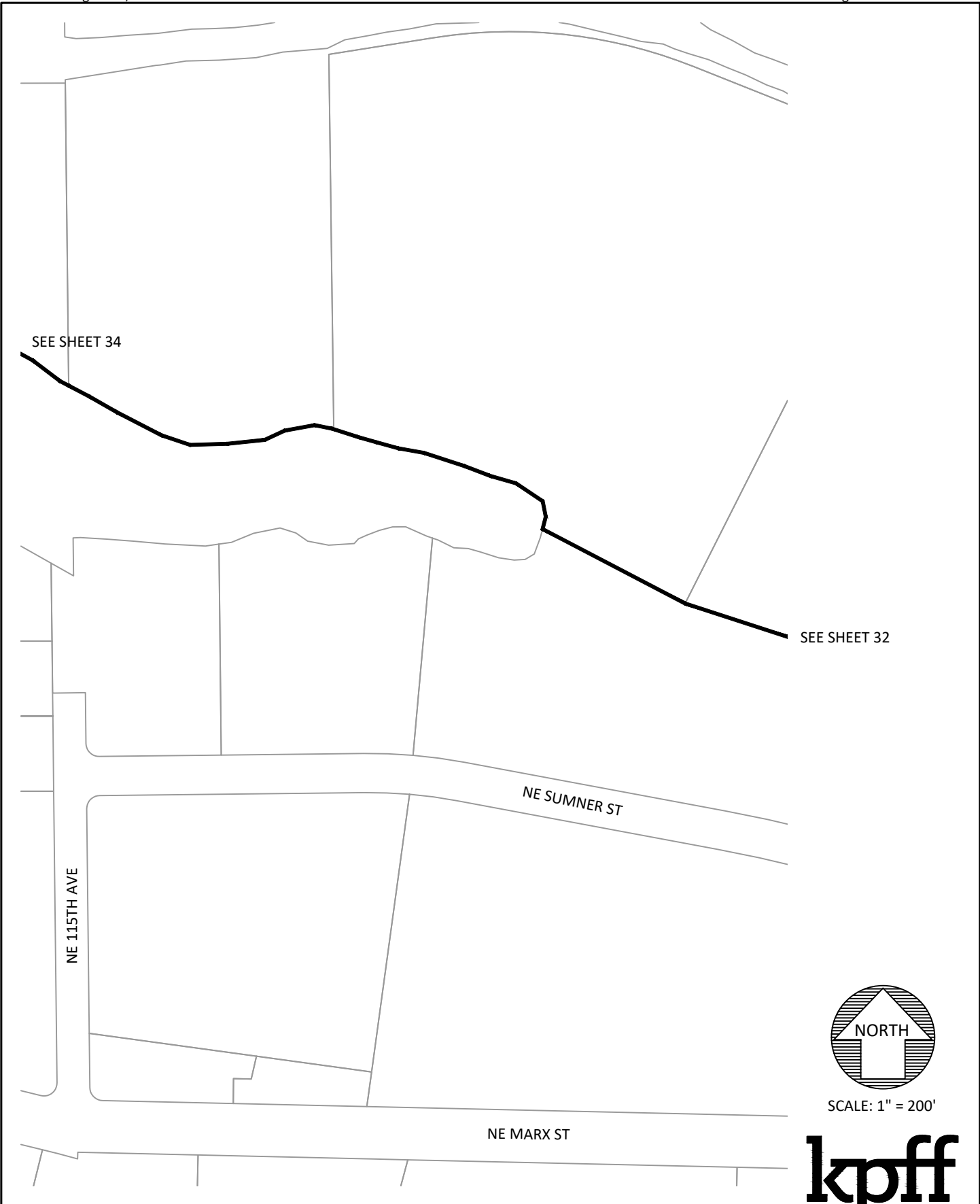
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	32/52



SCALE: 1" = 200'

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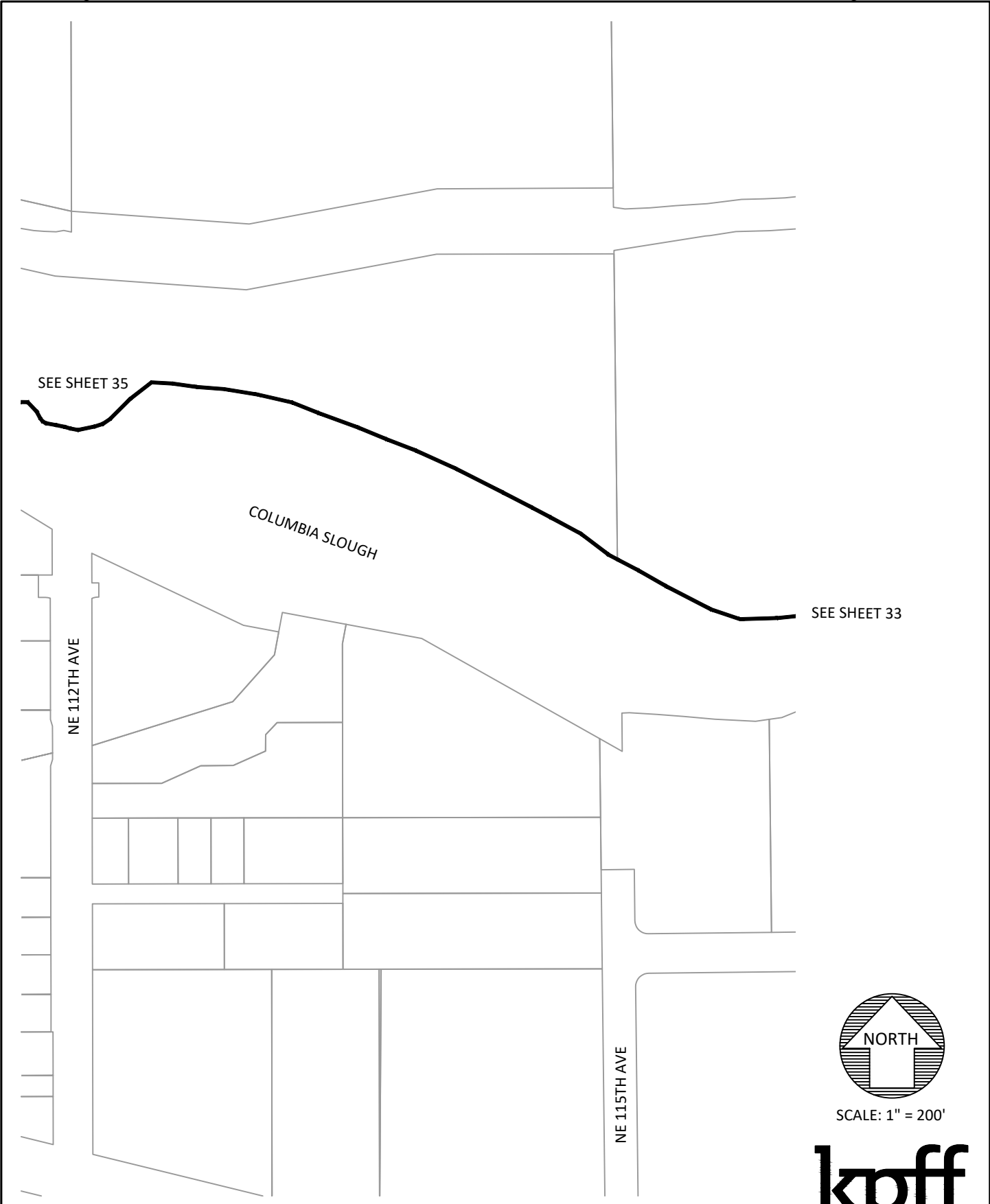
SCALE: 1" = 200'



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<b>EXHIBIT B MAP - PARKROSE</b>	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	33/52





SCALE: 1" = 200'

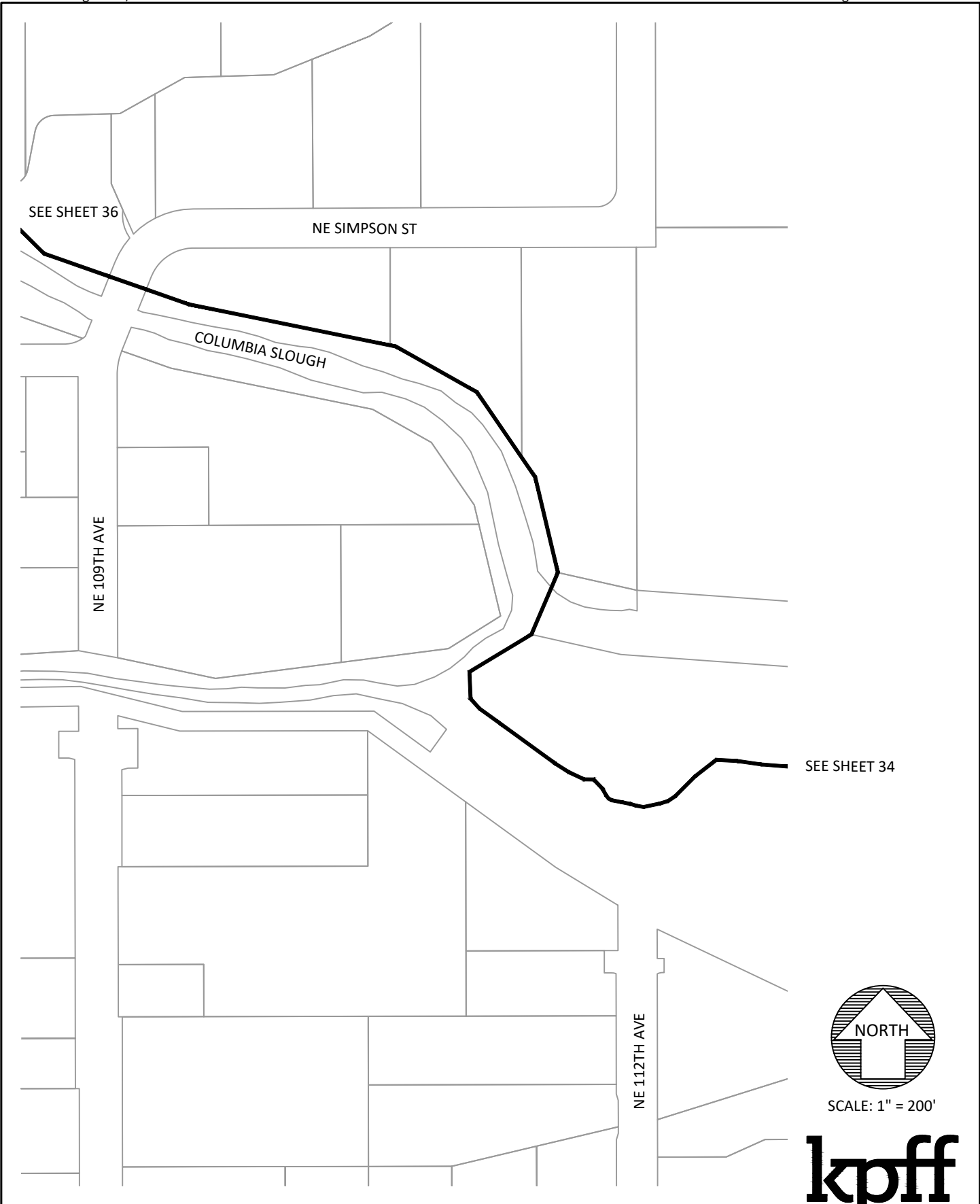


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**EXHIBIT B MAP - PARKROSE**

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	34/52

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



SCALE: 1" = 200'

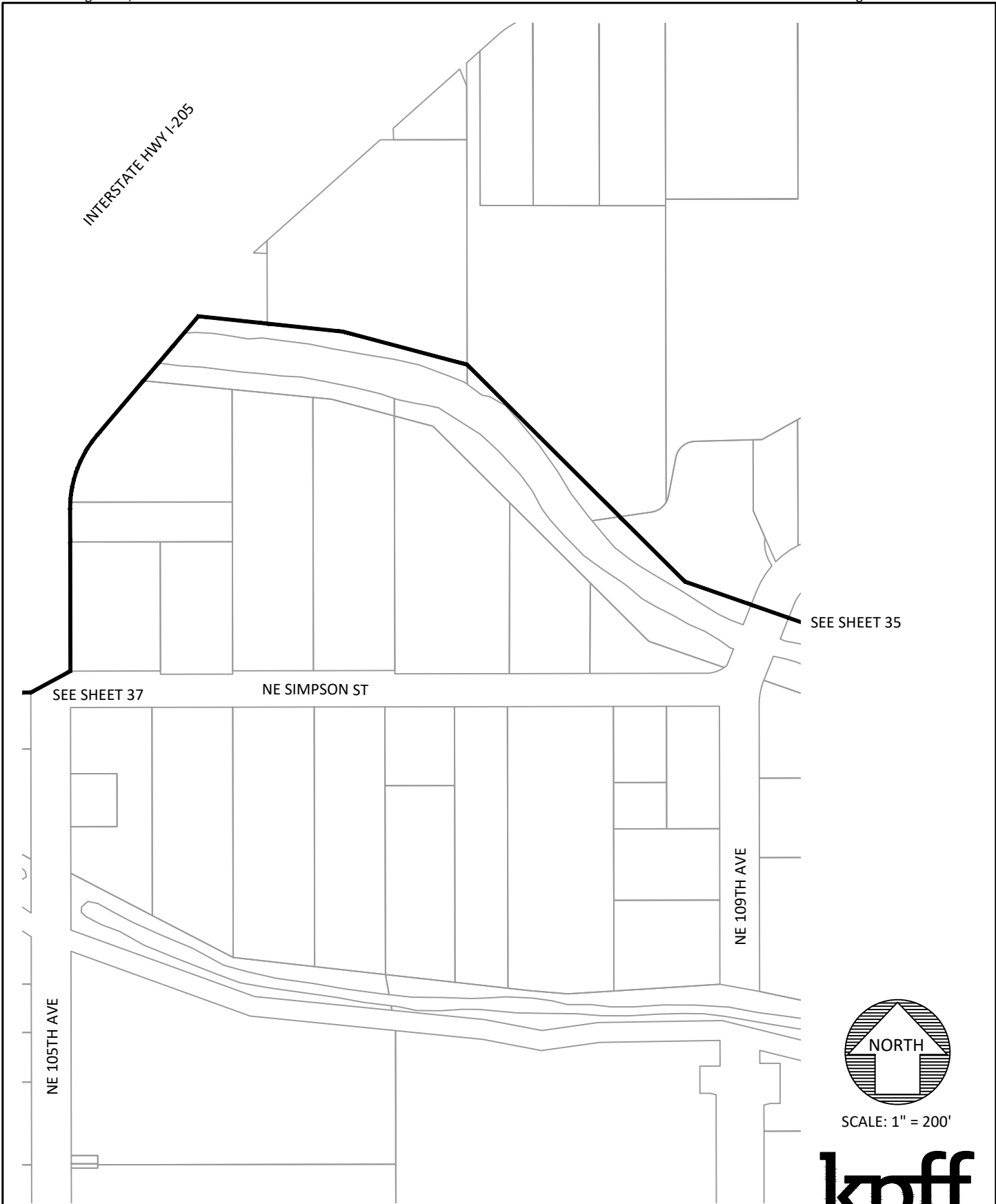


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	35/52

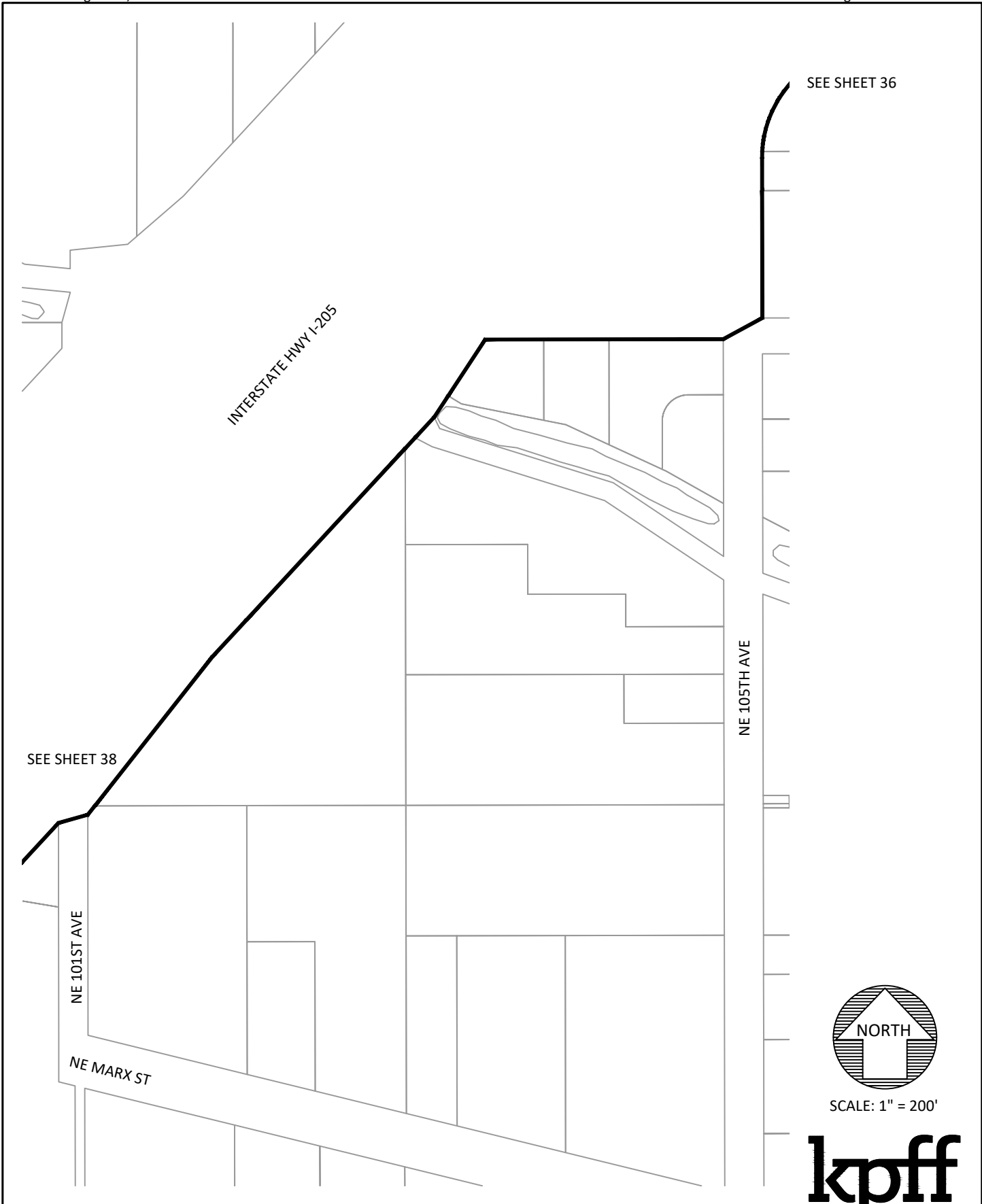


SCALE: 1" = 200'



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	PROJECT NO.	2400244
	SHEET:	36/52



SCALE: 1" = 200'

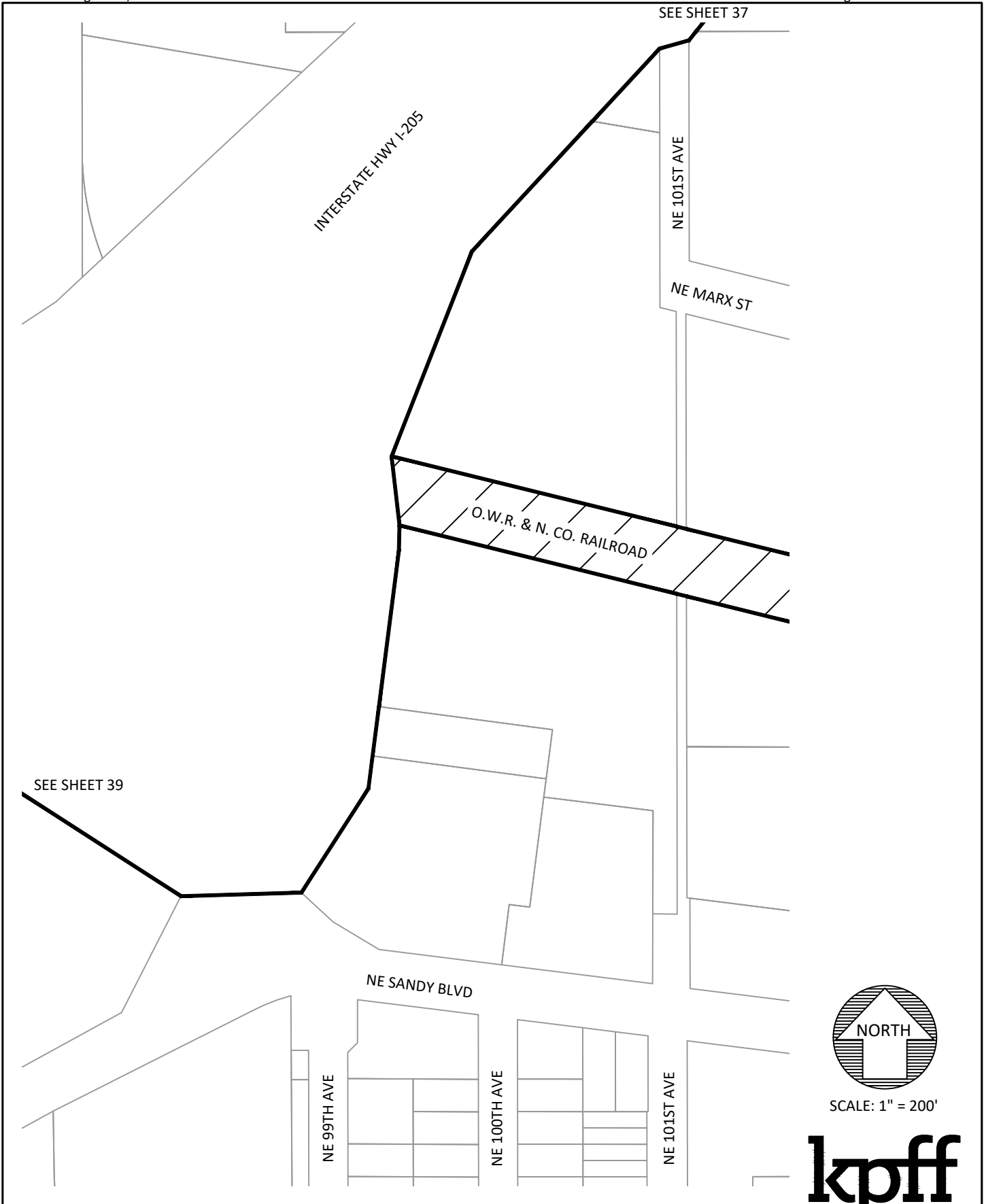


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	37/52

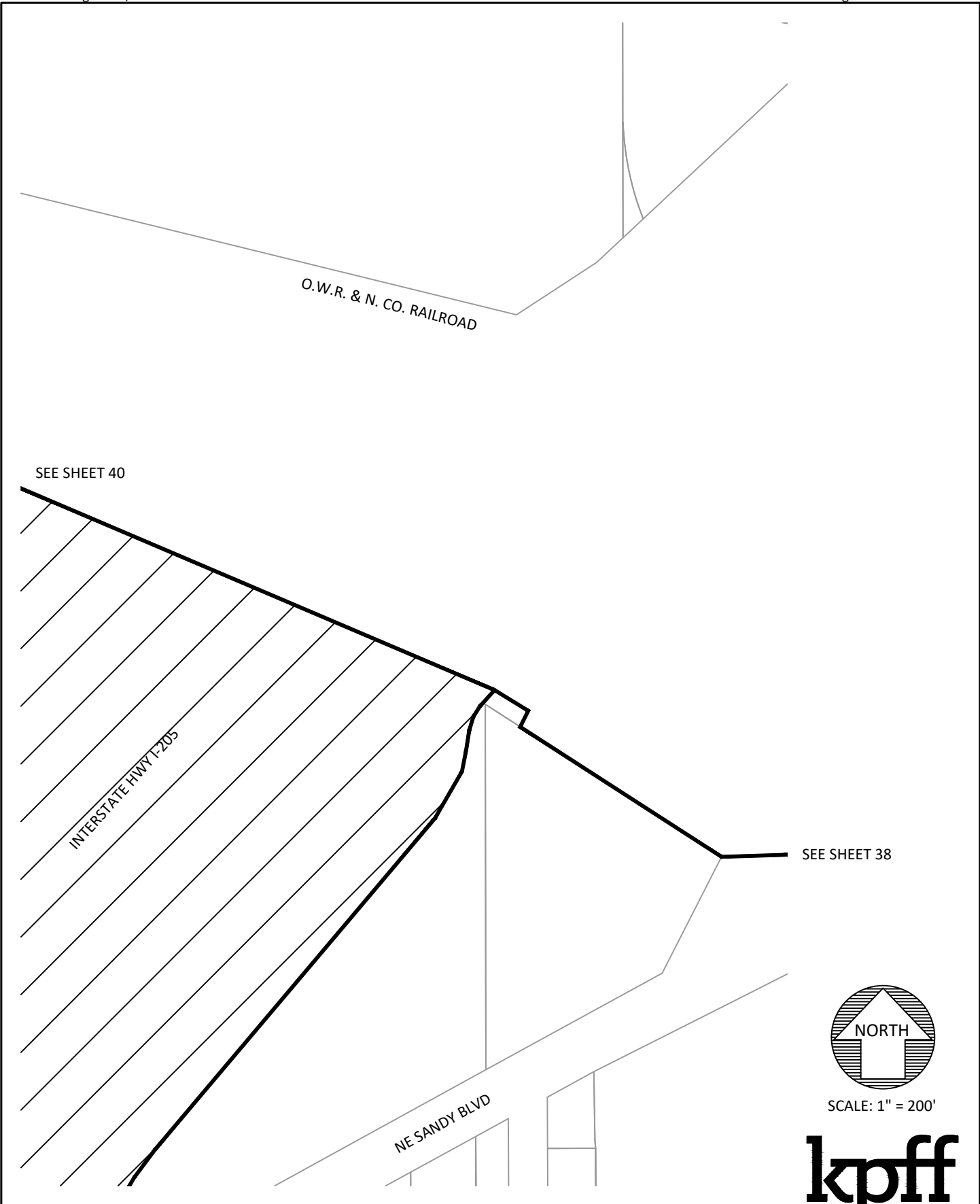


SCALE: 1" = 200'



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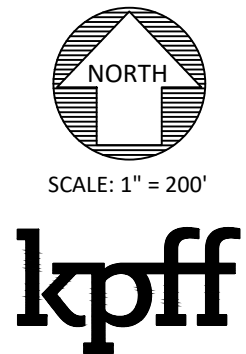
<b>EXHIBIT B MAP - PARKROSE</b>	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	38/52



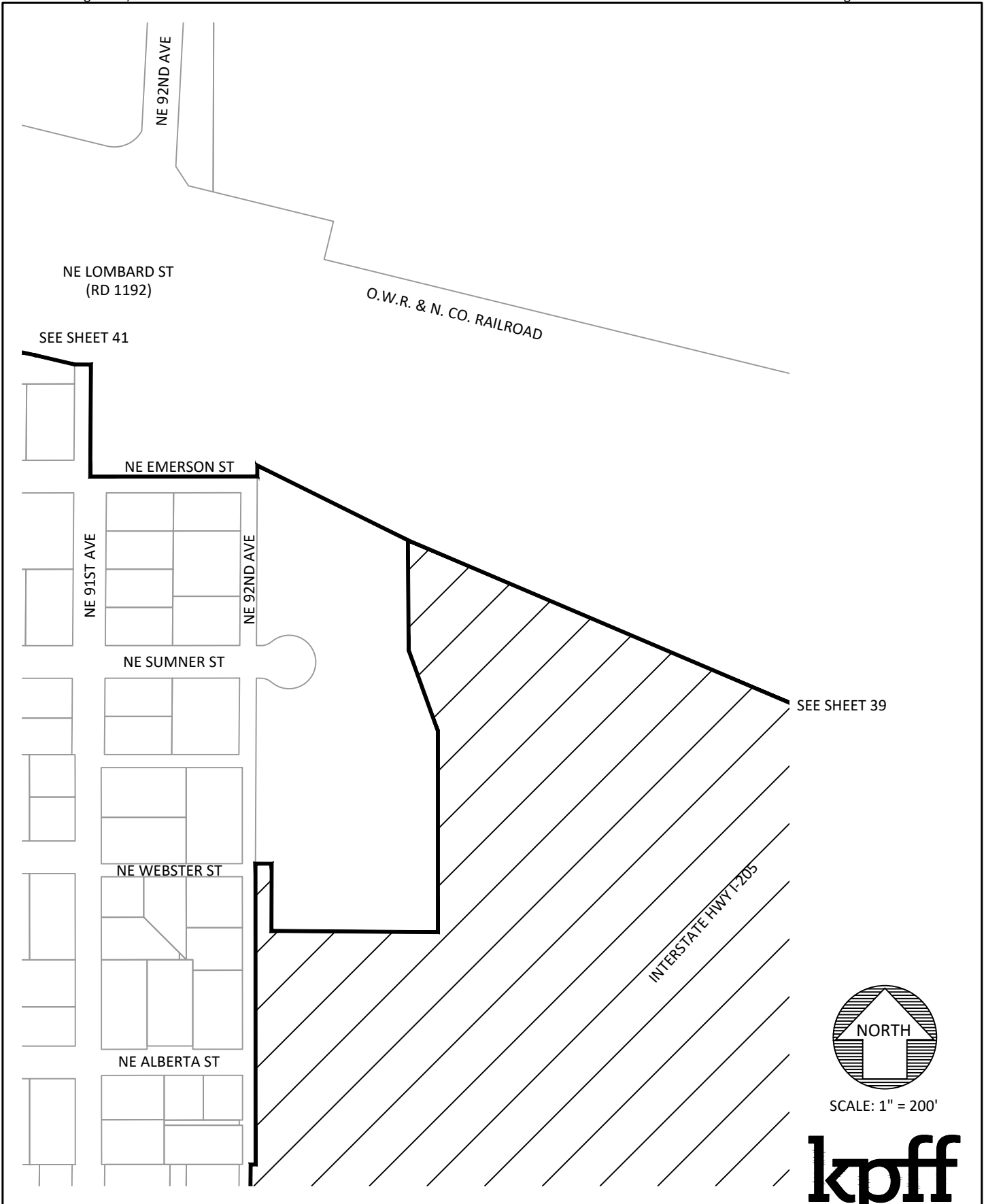
**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
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PROJECT NO.	2400244
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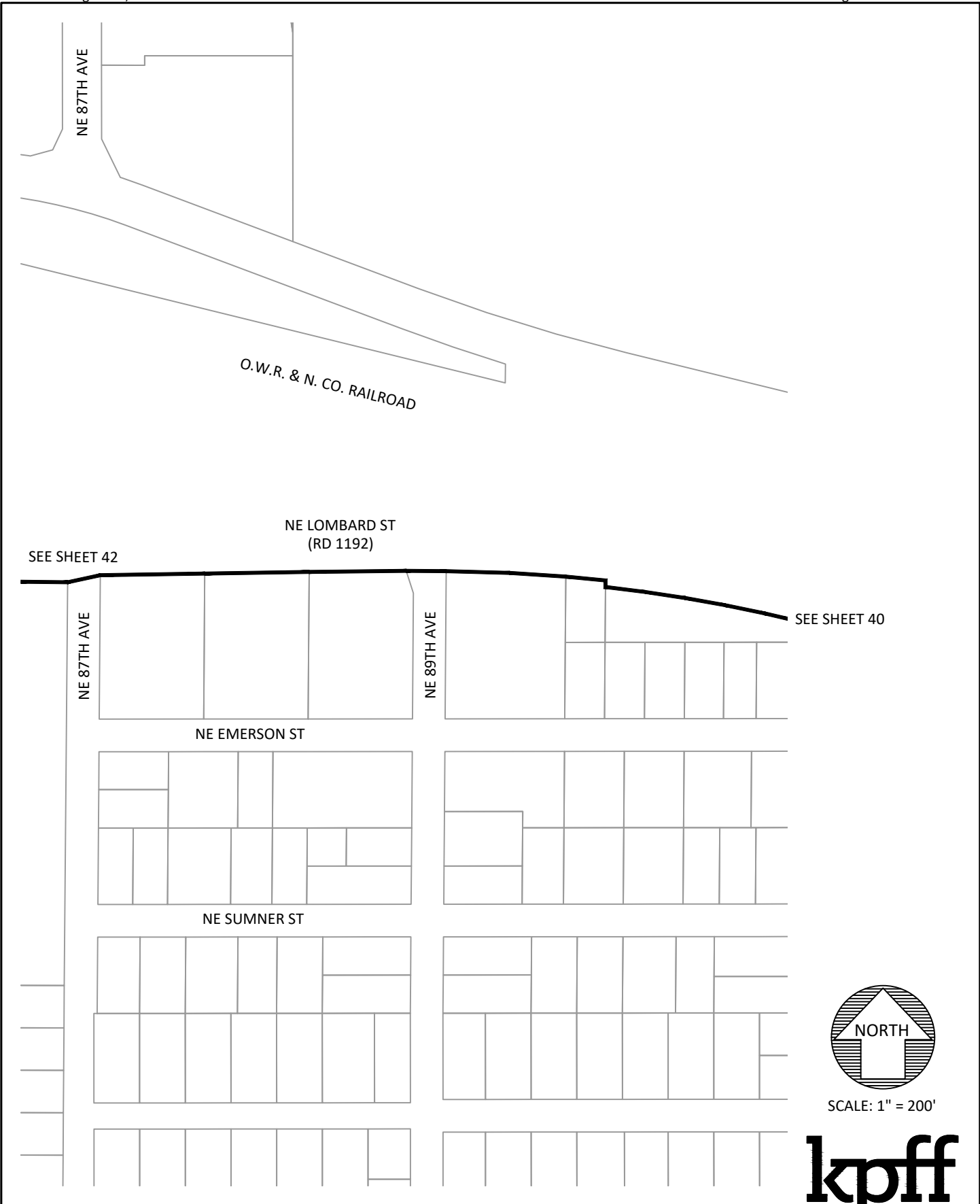


SCALE: 1" = 200'



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<b>EXHIBIT B MAP - PARKROSE</b>	DATE:	08/19/2024
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	40/52



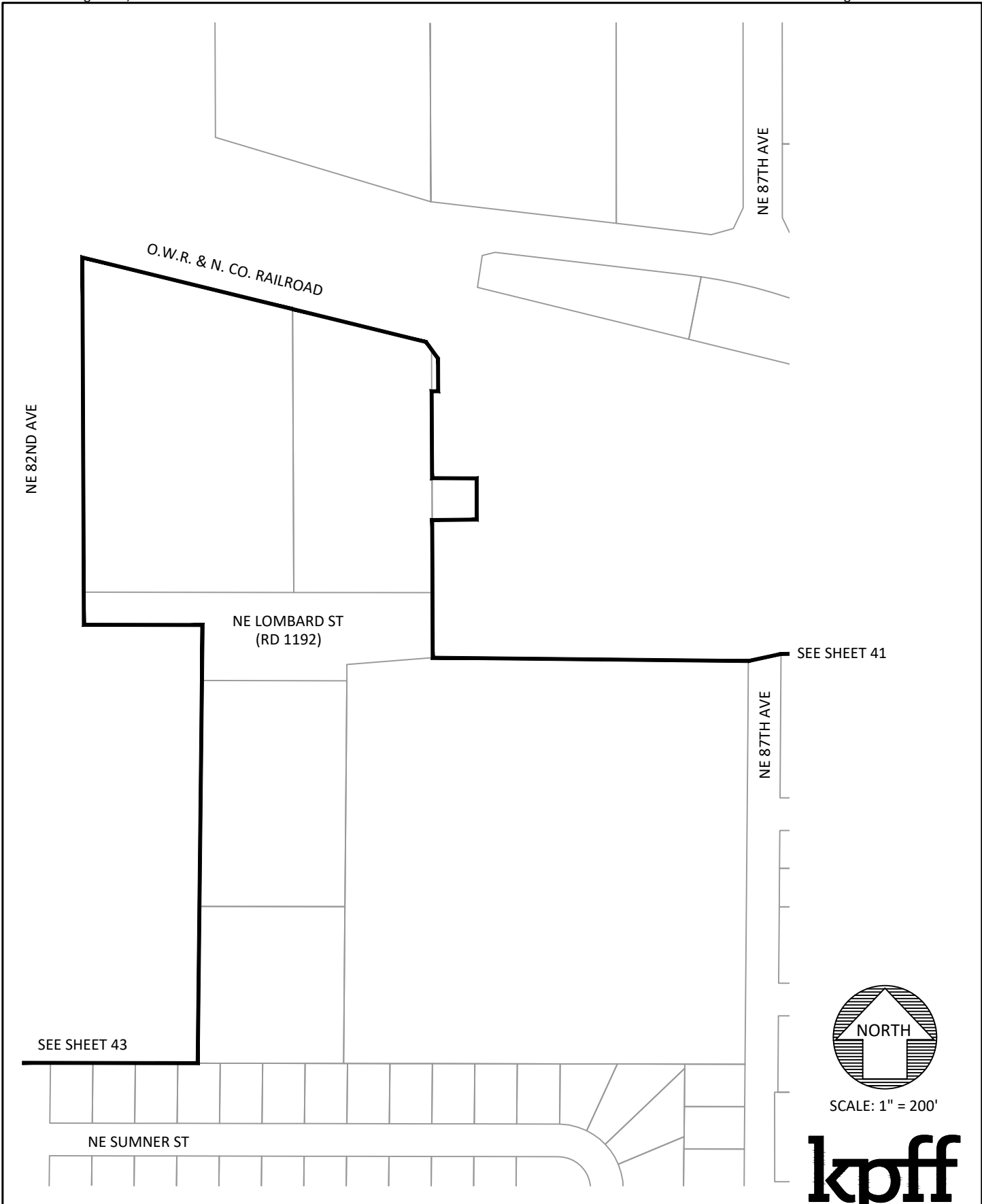
SCALE: 1" = 200'



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<p><b>EXHIBIT B MAP - PARKROSE</b></p>	DATE:	08/19/2024
	DRAWN BY:	BDM
<p>CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON</p>	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	41/52





SCALE: 1" = 200'



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	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	42/52

SEE SHEET 42

NE 82ND AVE

NE SUMNER ST

NE WEBSTER ST

NE ALBERTA ST

NE HUMBOLT ST

NE WYGANT ST

NE GOING PL

NE ALBERTA ST

NE WYGANT ST

NE GOING ST

SEE SHEET 44



SCALE: 1" = 200'



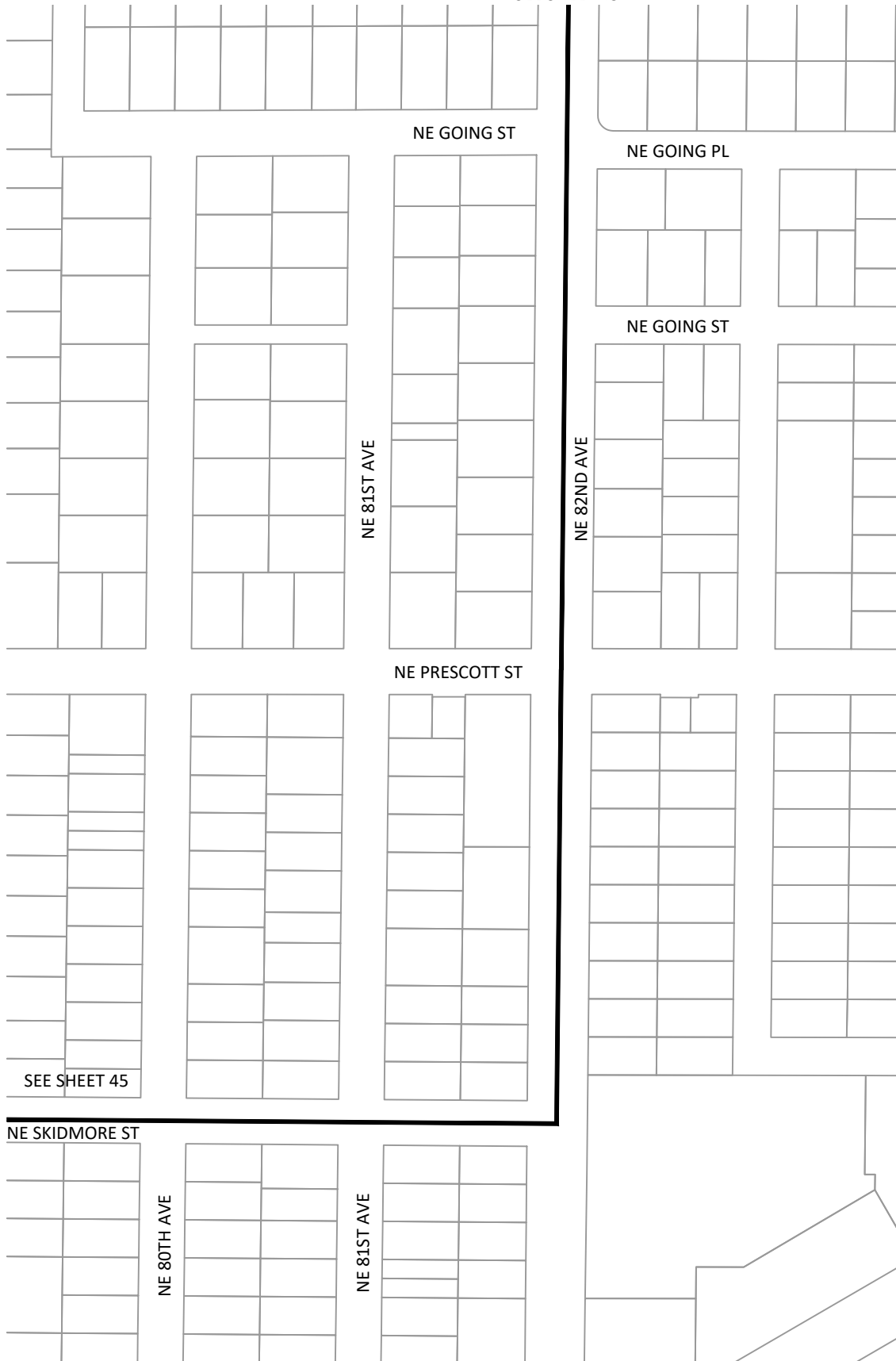
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 Portland, OR 97204  
 O: 503.227.3251  
 F: 503.274.4681  
[www.kpff.com](http://www.kpff.com)

EXHIBIT B MAP - PARKROSE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	43/52

SEE SHEET 43



SCALE: 1" = 200'

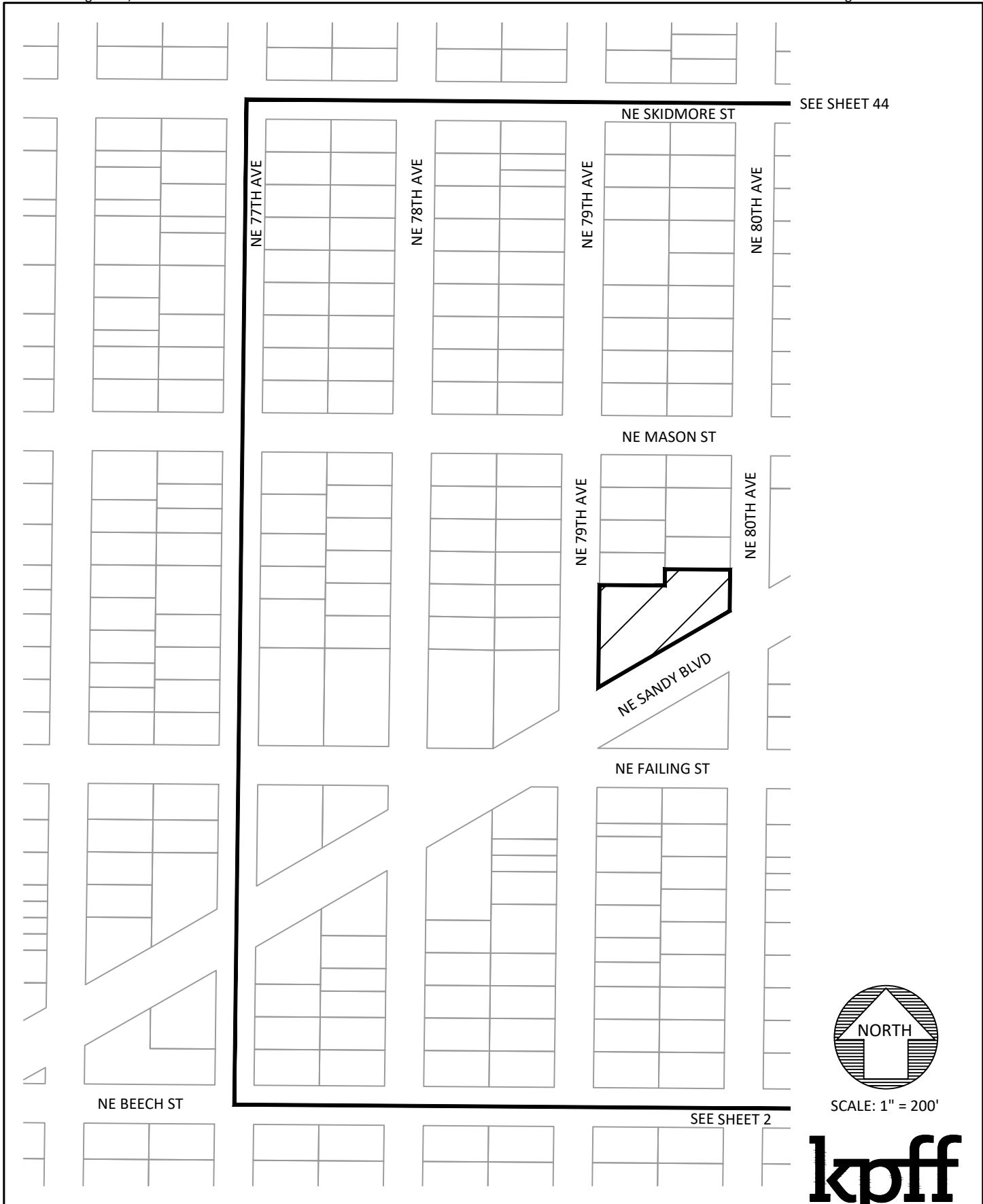


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**EXHIBIT B MAP - PARKROSE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	44/52



SEE SHEET 44

NE SKIDMORE ST

NE 77TH AVE

NE 78TH AVE

NE 79TH AVE

NE 80TH AVE

NE MASON ST

NE 79TH AVE

NE 80TH AVE

NE SANDY BLVD

NE FAILING ST

NE BEECH ST

SEE SHEET 2



SCALE: 1" = 200'

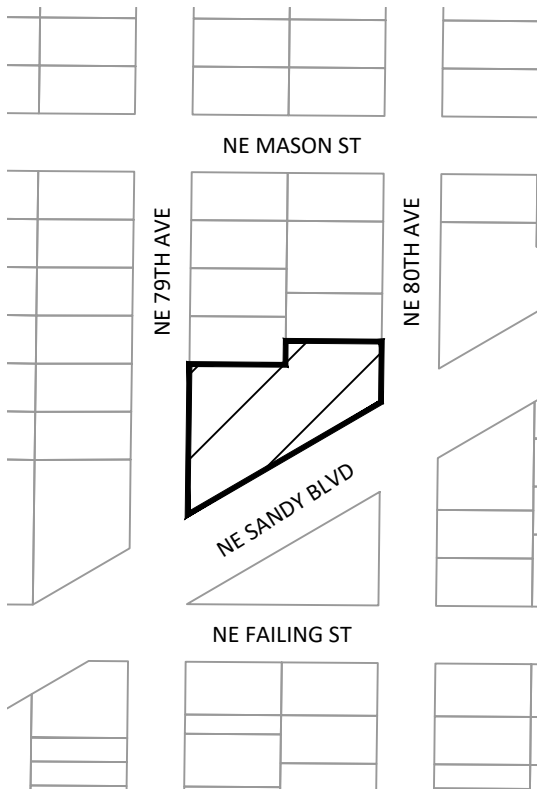
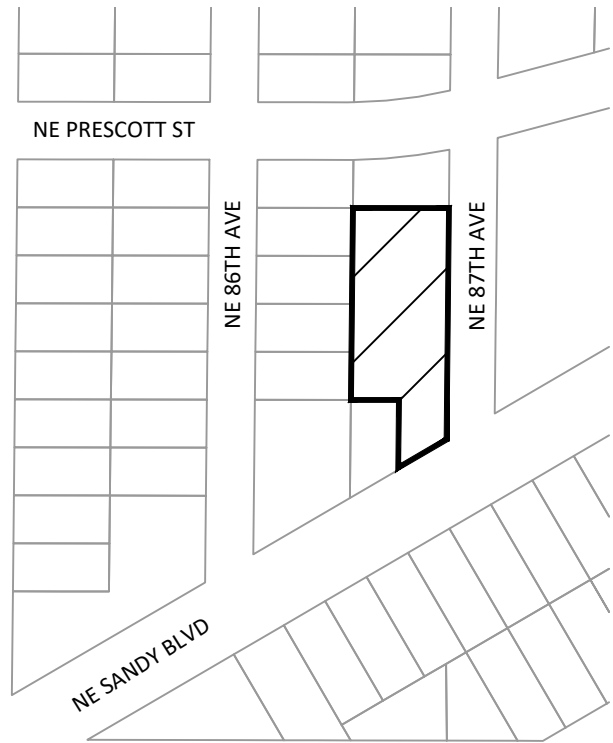


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**EXHIBIT B MAP - PARKROSE**


CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	45/52



SCALE: 1" = 200'

**LEGEND:**

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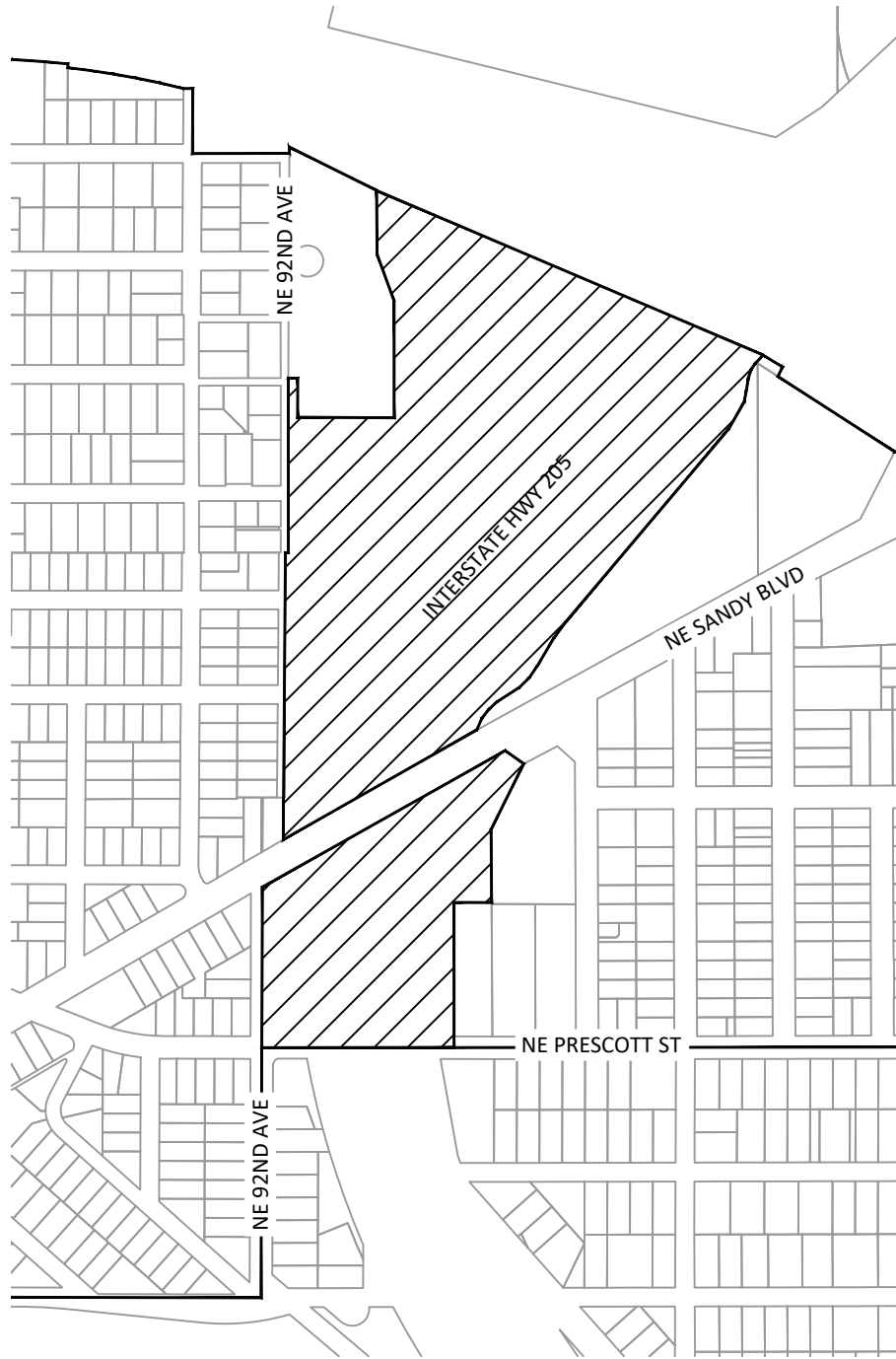


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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	46/52



SCALE: 1" = 500'

**LEGEND:**

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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON


DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	47/52

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SCALE: 1" = 200'

**LEGEND:**

 = EXCLUDE



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DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	48/52



SCALE: 1" = 500'

**LEGEND:**

 = EXCLUDE



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DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	49/52





SCALE: 1" = 500'

**LEGEND:**

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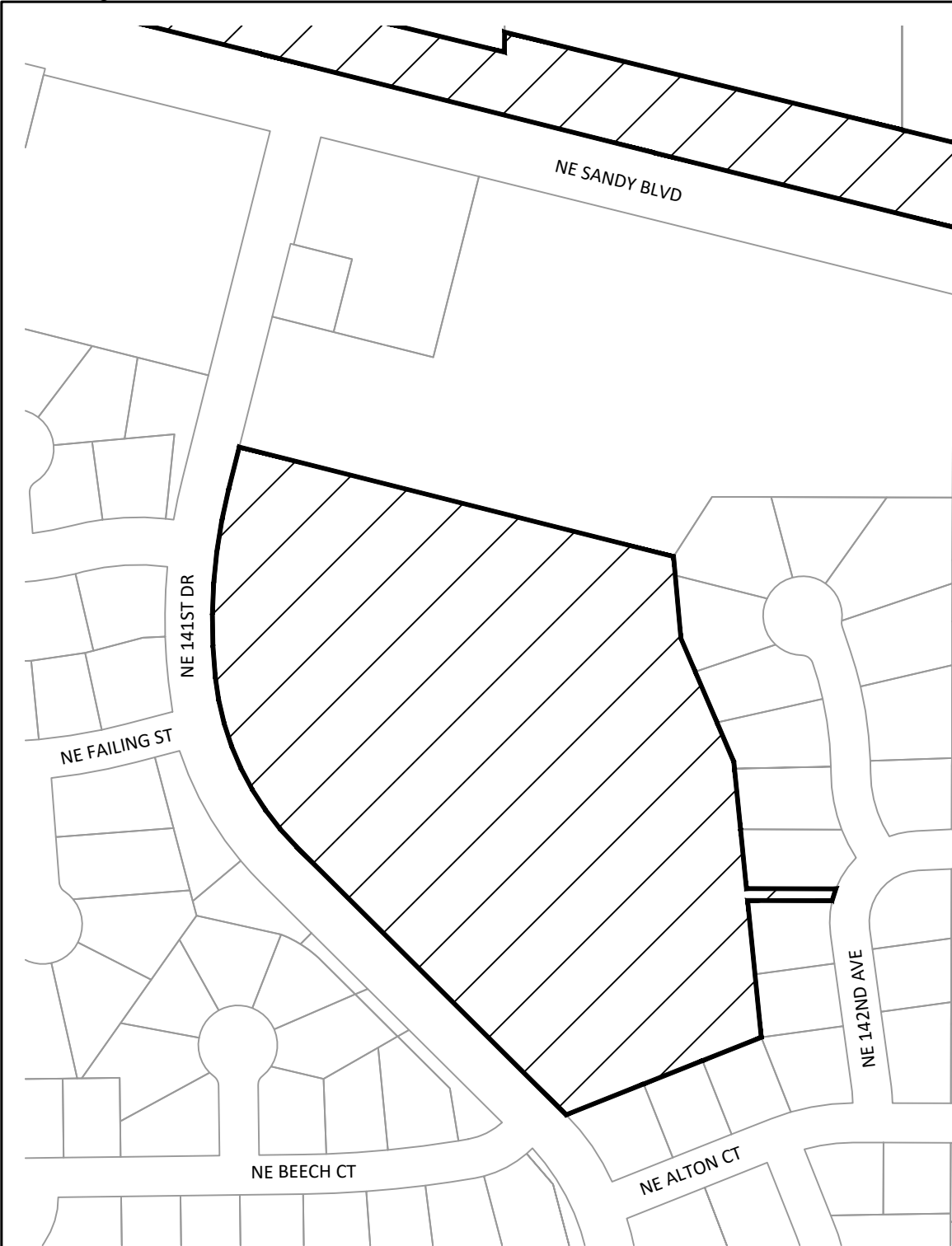


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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	50/52



SCALE: 1" = 200'

**LEGEND:**

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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	51/52



**LEGEND:**

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SCALE: 1" = 1,000'



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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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

## 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

Besides holding a larger conversation on vision and strategy, the Steering Committee was tasked with providing guidance in 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
- Balance residential with industrial
- Engage culturally specific organizations 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 Sumner-Parkrose-Argay-Columbia Corridor Working Group was comprised of 10 community 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:

SPACC (Parkrose-Columbia Corridor) Working Group Members	
JR Lilly	Portland Parks Foundation, Historic Parkrose
Michael Lopes Serrao	Parkrose School District
Annette Stanhope	Historic Parkrose, Parkrose Neighborhood Association

Donnell Morgan	Elevate Oregon
Dave Ganslein	Sumner Neighborhood Association
Corky Collier	Columbia Corridor Association
Colleen Johnson	Resident
Danell Norby	Resident
Lin Felton	Argay Terrace Neighborhood Association
Bill Kent	COR Disposal & Recycling

Working Group members were tasked with providing their expertise regarding the 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:

- Include industrial land north of Sandy
- Capture appropriate amount of high Assessed Value property to balance industrial areas
- Capture some residential and single-family housing areas
- Anchor with Historic Parkrose Neighborhood Prosperity Network
- Include Slough access in district
- Include commercial corridor on Sandy west of I-205
- Remove school districts
- TIF funds eligible for pedestrian lighting including lighting on commercial buildings that improve visibility and safety
- TIF funds not eligible for stormwater/drainage or park facility improvements

### 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:

- This is a community of generational residents and homeowners who have witnessed changes in East County and have some skepticism of this process.
- Sidewalks, lighting, and a community center were identified as top priorities.
- There is a strong interest in multi-generational housing, particularly three and four-bedroom apartment developments.
- Requests for new, upgraded, and accessible parks, open spaces, tree canopy, and community gardens.
- Desire for more retail services, coffee shops, affordable fresh foods, and commercial spaces.

#### Phase 4: Prosper Led Engagement

In addition to the work of the community project manager, Prosper staff facilitated a range of engagement activities including events, 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 1<sup>st</sup>, 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 6<sup>th</sup>, 2024, from 6 – 8 pm at Orchards of 82<sup>nd</sup> and the second open house was held on June 27<sup>th</sup>, 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

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:
  - Requests for safety improvements along Sandy Blvd including crosswalks and lighting
  - Requests for multimodal infrastructure including improved bike access and multi-use paths
  - Requests for community center and indoor recreational opportunities
  - Requests to limit large polluting uses and for pollution mitigation around industrial areas
  - Requests for shelters, pantries, and day centers to support unhoused residents and other vulnerable populations
  - Requests for additional retail services, restaurants, and business opportunities, including support for home-based businesses and entrepreneurs

#### 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 13<sup>th</sup> and final working group meeting on July 23rd, 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 nine working group members present, six voted to proceed, and three voted to request more time. The final Working Group member voted to proceed via email.

## Exhibit C: Governance Charter

### **SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR TIF DISTRICT Community Governance Charter**

#### **Creation and Purpose**

The Sumner-Parkrose-Argay-Columbia Corridor 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 refers to the intended beneficiaries of the Sumner-Parkrose-Argay-Columbia Corridor TIF District, which are people systemically vulnerable to exclusion from the Sumner-Parkrose-Argay-Columbia Corridor area due to gentrification and displacement, including 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 women.

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:<sup>1</sup>
  - i. Comply with this TIF District Plan
    1. Recommendations and decisions about the implementation of the Sumner-Parkrose-Argay-Columbia Corridor TIF District Plan will be guided by the Plan, with particular attention to Section III (Values, Vision and Goals) and Section IV (Plan Implementation).

<sup>1</sup> 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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 together with any public testimony.
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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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, 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 Sumner-Parkrose-Argay-Columbia Corridor TIF District boundaries.
  - iii. All committee members will represent the interests of community members vulnerable to displacement within the Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor community, and specific effort should be made by the agencies, community partners, and CLC members once formed 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. The committee makeup will limit any singular perspective (e.g., resident (homeowner or renter), community-based organization or nonprofits, and private business) to no greater than 30% of the total membership.
  - vi. One seat shall be designated for a resident representative (renter or homeowner) of each of the following:
    1. Sumner neighborhood
    2. Parkrose neighborhood
    3. Argay Terrace neighborhood
  - vii. Designated seats are not required to be filled to consider quorum or conduct business. Designated seats should be filled in a timely manner and vacancies should be filled within 3 months.
- 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:

- i. The Committee will develop 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor TIF Plan Vision, Values, and Goals, the Directors may elevate this concern to the Committee co-chairs. If the Directors determine the co-chairs are not working in co-creation, the Directors may 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 Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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.

# **Sumner-Parkrose-Argay-Columbia Corridor Tax Increment Finance District Report**

**August 28, 2024 DRAFT**

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## INTRODUCTION

Oregon Revised Statutes (ORS) 457.087 requires the development of a Tax Increment Financing (TIF) District Report to accompany a proposed TIF Plan.<sup>1</sup> This report satisfies that requirement, providing technical information on existing conditions, proposed projects and financial analyses in support of the community co-created Sumner-Parkrose-Argay-Columbia Corridor 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 specifies the area recommended for the Sumner-Parkrose-Argay-Columbia Corridor 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<sup>2</sup> and their direct relationship to the investment needs detailed in Section 1.2.

Establishing a dedicated TIF District for the Sumner-Parkrose-Argay-Columbia Corridor area ensures that this area—one of the most diverse in the City of Portland and the State of Oregon—receives the attention and resources required to stimulate growth, improve infrastructure, and support the local community.

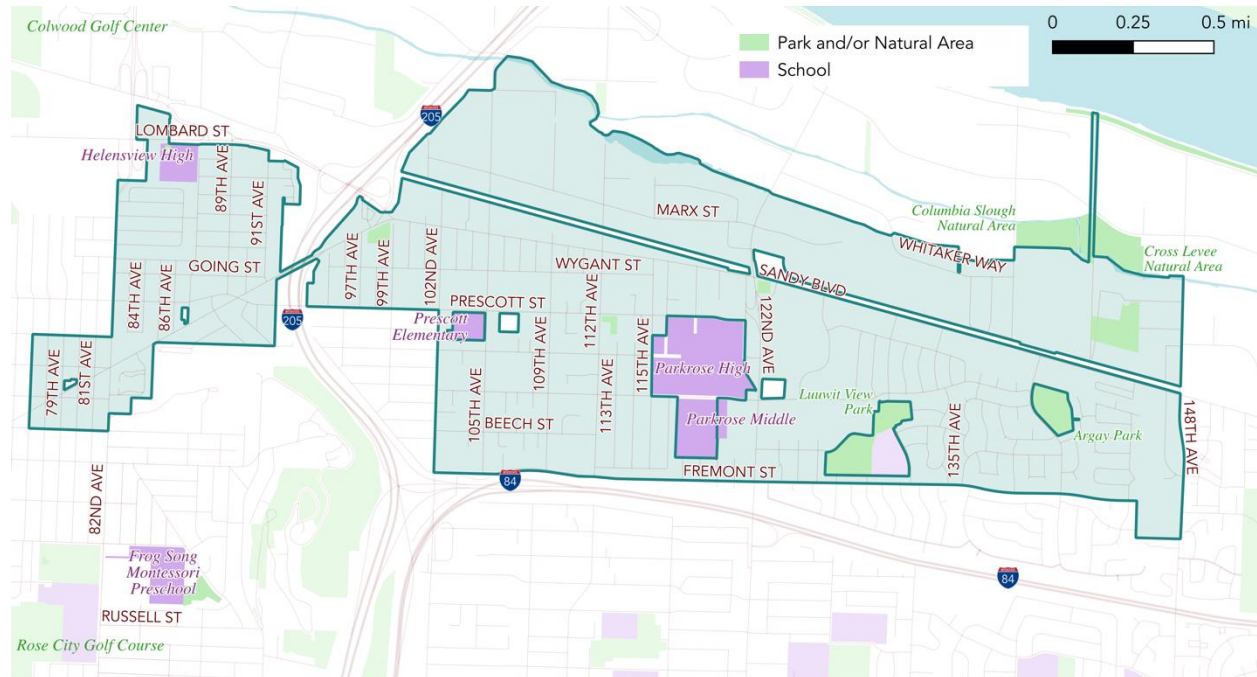
The final TIF District boundary encompasses the Sumner, Parkrose, and Argay Terrace neighborhoods, as well as industrial lands within the Columbia Employment Corridor between NE Sandy Boulevard and the Columbia Slough. **Error! Reference source not found.** shows the areas included within the TIF District boundary.

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<sup>1</sup> 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.

<sup>2</sup> Many of the geographies cited for social and economic conditions data in Section 2.1 overlap but extend outside of the TIF District boundary.

**Figure A. Sumner-Parkrose-Argay-Columbia Corridor TIF District Boundary**



**Rationale for the TIF District Boundary**

- **Concentration of underutilized properties and potential for equitable development:** The commercial residential areas within the recommended boundary include a mix of vacant properties and active sites that are underutilized, which could be positioned for targeted equitable redevelopment. This includes the development of business incubation spaces and workforce training centers to help residents gain better employment and economic stability. Given the diverse and underserved population in the area, residential development should support goals for affordable housing, housing that serves multigenerational households, and increased ownership opportunities. Parcel assembly may be required in areas with smaller lots. [ORS 457.010(a)(b)(c)(h)]
- **Alignment with planned infrastructure and transportation investments:** This boundary aligns with the East Portland Arterial Streets Strategy focused on improving multimodal transportation and increased safety for walking, rolling, and biking along key arterial corridors. Including these corridors in the TIF Districts 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, and road safety issues. Given the concentration of BIPOC-owned and small businesses in the area, all projects should help to advance community goals for equitable development of housing and commercial projects that support neighborhood businesses. [ORS 457.010 (e)(f)]
- **Obsolete buildings unfit for neighborhood-serving uses:** A concentration of older buildings and auto-oriented uses within this boundary, especially along Sandy Boulevard, has created commercial building stock that does not match the needs of the growing share of small businesses in the TIF District, which is increasingly racially and ethnically diverse. 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)]

- **Alignment with mixed-use and multi-dwelling zoning:** The boundary aligns with areas for mixed-use and multi-dwelling zoning to support the development of housing that meets the community's needs, especially affordable housing and units that can accommodate families and multigenerational households. 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)]

### **Parkrose**

NE Sandy Boulevard has long been a retail anchor for the Parkrose neighborhood and surrounding areas—including workers in the Columbia Corridor—a role acknowledged in its designation as Historic Parkrose Main Street. The City of Portland’s 2035 Comprehensive Plan identifies this area as a “Civic Corridor.” Civic Corridors are designated as multimodal and mixed-use districts where many pedestrians use the corridor now or are expected to in the future, and where investments are needed to transition the landscape away from auto-oriented uses and support greater access for walking, biking, and rolling. As development happens, residents want to ensure the area remains a vibrant and welcoming hub for community gatherings, with commercial activities and local businesses that serve residents. NE Sandy Boulevard is also a segment of U.S. Route 30, which is an important connector for people and freight between Interstate 84 and the north coast of Oregon. Its long-standing role as a key route for freight has created an auto-centric design that lacks frequent and safe pedestrian crossings. Additionally, many of the streets south of NE Sandy Boulevard are paved, but lack sidewalks. TIF projects could improve connectivity and safety for pedestrians and other road users throughout the area. [ORS 457.010(a)(e)]

The Parkrose/Sumner MAX station is an important hub for connecting residents to employment opportunities in downtown Portland, Beaverton, and the broader region through connections to other transit lines. As part of the Better Red project, TriMet is considering long-term development opportunities for the station area, including residential and commercial development on part of the existing surface parking lot. The area near the Parkrose/Sumner MAX station includes two former motel properties that have been converted to transitional housing for houseless residents, operated by Multnomah County. Housing and supports for houseless neighbors are priorities identified in the Parkrose Community Plan. Including this area within the TIF District ensures ongoing investments support a range of affordable housing options and increase transit-accessible housing near this key transit station. [ORS 457.010(a)(e)(h)]

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

### **Argay Terrace**

The areas between NE 122<sup>nd</sup> Avenue and NE 148<sup>th</sup> Avenue include several larger tracts of vacant and underutilized land, including the former K-Mart store and legacy agricultural properties that could provide opportunities for equitable redevelopment to support community needs for affordable housing, middle-income housing, living wage jobs, and stability and growth for local businesses. The Parkrose-Argay Development Study, adopted in 2019, prepares the City to continue working with property



owners and the community to develop a complete, walkable community if the owners choose to redevelop the land. Some of the street grid in the TIF District was developed around existing farmlands. To facilitate potential redevelopment of these properties in alignment with current comprehensive plan designations and zoning, additional street connections will be needed to support the creation of new housing and neighborhood services. *[ORS 457.010(b)(c)(e)]*

Luwit View Park and Argay Park are vital green spaces in the area—though they are not contained within the TIF District boundary—that provide access to open space, recreation, and space for growing healthy foods. Improving multimodal connections throughout the neighborhood can help ensure more residents have safe access to these community assets, especially in an area with particularly low tree canopy coverage and elevated risk of urban heat island effects. *[ORS 457.010(a)(e)]*

### **Sumner and Roseway**

The TIF District extends east of Interstate 205 to include parts of the Sumner and Roseway neighborhoods between NE Columbia Boulevard and NE Beech Street. Including these areas within the boundary leverages the potential along additional mixed-use corridors centered on NE Sandy Boulevard and NE Prescott Street and incorporates existing community amenities such as Helensview High School and the Gregory Heights branch of Multnomah County Library.

These corridors currently feature auto-oriented, low-density commercial development and could benefit from investments that support city and community goals to foster more active, mixed-use areas that provide additional housing, community amenities, and support growth and stability for local businesses. *[ORS 457.010(a)(g)]*

Many of the streets in the neighborhood south of NE Columbia Boulevard are unpaved or paved but lacking sidewalks. TIF projects could improve connectivity and safety for pedestrians and other road users throughout the area. *[ORS 457.010(e)]*

### **Columbia Corridor Employment Area**

The northernmost area of the TIF District includes industrial lands that are a key location for employment, including living wage manufacturing jobs. This area is one portion of a broader employment corridor that runs from the confluence of the Willamette and Columbia Rivers in the west to Troutdale in the east. These areas are a trade and distribution gateway for the West Coast and an important location for industrial employment, including a growing warehouse and distribution sector. The portion of the Corridor located within the TIF District is dominated by large parking lots and paved areas with very few street trees, which contributes to the TIF District’s urban heat islands and higher levels of air pollution. *[ORS 457.010(b)(h)]*

According to the City’s most recent Employment Opportunities Analysis, the Columbia Corridor draws a high share of its workers from East Portland neighborhoods, including residential areas within the TIF District.<sup>3</sup> Residents in TIF District neighborhoods have requested the City prioritize investments and programs that bolster pathways to local employment in the Corridor. Increasing local employment meets community goals for raising local household incomes, reducing commute times for workers in the TIF District, and ensuring that economic development in the area brings

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<sup>3</sup> Portland Bureau of Planning and Sustainability, “City of Portland Economic Opportunities Analysis Volume 1: Trends, Opportunities, and Market Factors,” March 2022. Available: <https://www.portland.gov/bps/planning/eoa/eoa-documents>.

community benefits for current residents, including those who are historically marginalized and economically vulnerable.

This area’s proximity to residential areas and the Columbia Slough watershed also necessitates investments that mitigate the environmental impacts of continued industrial and commercial activities and strengthen the area’s resiliency to natural hazards and the effects of climate change such as flooding and extreme heat events. In May 2024, voters in Multnomah County approved a \$150 million bond to invest in improvements to levees and floodwalls, pump stations, and drainage infrastructure. Approximately \$27 million of the bond funds will be dedicated to restoring the natural floodplain and improving stormwater absorption during flooding events.

**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 Appendix A and identify one or more of the statutory conditions listed in ORS 457.010(1)(a) through (i). The Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor Investment Needs Findings to Existing Conditions**

ORS 457.010 CONDITIONS	HOW THE SPACC TIF DISTRICT MEETS THESE CONDITIONS
<p>(a) 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 <b>unfit or unsafe</b> 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>	<ul style="list-style-type: none"> <li>• <b>Concentration of Older Buildings with Antiquated Systems and Deferred Maintenance (A):</b> Many of the buildings in the area are older than 50 years. According to the report, more than 70 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 used for commercial purposes are even older homes that were later converted for commercial use. These older buildings may have deferred maintenance, making them more difficult and expensive to renovate.</li> <li>• <b>Health and Safety Issues in Multifamily Housing (D):</b> 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. The need for better and safer connections to neighborhood destinations, housing design supportive of healthy living that can accommodate multigenerational households, and improved residential open spaces was identified through extensive outreach to people of color, low-income, and immigrant households within the TIF District boundary. Many apartment complexes do not have shared outdoor spaces to serve families, especially in higher density areas.</li> </ul>

ORS 457.010 CONDITIONS	HOW THE SPACC TIF DISTRICT MEETS THESE CONDITIONS
<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>	
<p>(b) An economic dislocation, deterioration or disuse of property <b>resulting from</b> faulty planning;</p>	<ul style="list-style-type: none"> <li>• <b>Pre-Annexation Development Patterns:</b> Most of East Portland developed under Multnomah County regulations and was then annexed into the city starting in the late 1970s. Because it was not developed as part of the city, the TIF District has a concentration of auto-centric uses and lacks amenities better available in other neighborhoods, such as adequate sidewalks, open space, street trees, and neighborhood-scale commercial corridors. As the city has grown, many of the older buildings in the TIF District have become functionally obsolete or out of sync with neighboring uses.</li> <li>• <b>Concentration of Brownfields:</b> The East Portland area, including the TIF District, has over 57 acres of brownfields. Given past auto-oriented businesses and ongoing light industrial activities, the Sumner-Parkrose-Argay-Columbia Corridor TIF District has a high concentration of potential brownfield sites which increases uncertainty in helping to reposition some of these sites for other uses.</li> <li>• <b>Neighborhood Proximity to Industrial Activities:</b> The TIF District contains about 5 percent of Portland’s overall industrial building space, most of which is located close to NE Sandy Boulevard and the Union Pacific railroad, an important multimodal freight corridor. While these industrial areas are an important source of employment for the TIF District and the city, without mitigation and buffering from residential areas, they contribute to the area’s urban heat island effect and higher levels of air pollution, which in turn can depress residential property values.</li> </ul>
<p>(c) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimensions <b>for property usefulness</b> and development;</p>	<ul style="list-style-type: none"> <li>• <b>Prevalence of Small Lots:</b> Almost 70 percent of vacant or underutilized lots in the TIF District are smaller than 10,000 square feet, making them difficult to develop effectively.</li> <li>• <b>Legacy Agricultural Properties:</b> Some of the street grid along the eastern edge of the TIF District developed around working farmlands which are no longer in agricultural use. Additional street connections and open space investments may be needed to facilitate potential redevelopment of these properties to uses that align with current</li> </ul>

ORS 457.010 CONDITIONS	HOW THE SPACC TIF DISTRICT MEETS THESE CONDITIONS
	comprehensive plan designations and zoning in support of additional housing and neighborhood services.
(e) The existence of <b>inadequate streets</b> and other rights of way, open spaces and utilities;	<ul style="list-style-type: none"> <li>• <b>Inadequate Street and Active Transportation Infrastructure:</b> The area has inadequate street infrastructure, leading to safety issues and accessibility challenges. NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue are both part of the Vision Zero High Crash Network, with a high number of traffic incidents and pedestrian-involved crashes. As a designated Civic Corridor, NE Sandy Boulevard is in the process of revitalization into a safer multimodal corridor that supports access to local amenities and services, including the segment that forms Historic Parkrose Main Street.</li> <li>• <b>Stormwater Management:</b> Over time, the area will need improvements in stormwater management to prevent flooding conditions. The majority of the TIF District’s stormwater pipes are in unknown condition and may require upgrades.</li> <li>• <b>Parks Level of Service.</b> The TIF District lacks adequate parks per the Portland Parks and Recreation goal of providing a park within a half mile of every home in the city. Only 64 percent of homes in the TIF District have adequate access to parks.</li> </ul>
(f) <b>The existence of property</b> or lots or other areas that are <b>subject to inundation</b> by water;	<ul style="list-style-type: none"> <li>• <b>Local Flooding Issues:</b> Local business owners have indicated that inadequate on-street stormwater management creates flooding conditions in several areas within the TIF District.</li> </ul>
(g) A prevalence of depreciated values, impaired investments and social and economic maladjustments <b>to such an extent that the capacity to pay taxes is reduced</b> and tax receipts are inadequate for the cost of public services rendered;	<ul style="list-style-type: none"> <li>• <b>Underutilized Properties:</b> The area has numerous vacant and underutilized properties with deferred maintenance. About 40 percent of the acreage in the TIF District has an Improvement to Land ratio of less than 1, indicating a high potential for redevelopment of a large swath of the area’s land base. The depreciated values and impaired investments reduce the capacity to pay taxes and results in inadequate funding for public services. This is inconsistent with the City’s policies for the area and local stakeholder priorities.</li> </ul>
(h) A growing or total lack of proper utilization of areas, <b>resulting in</b> a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare; or	<ul style="list-style-type: none"> <li>• <b>High Levels of Housing Cost Burden:</b> The report highlights that nearly 60 percent of the TIF District's renter households experience housing cost burden, meaning they spend over 30 percent of their income on housing. This issue is more pronounced in the TIF District compared to the City of Portland, influenced by the lower rate of vacancy in the TIF District, which indicates higher demand for housing.</li> <li>• <b>Concentration of Heat Islands.</b> With large swathes of the TIF District covered by asphalt roads, large parking lots, and industrial buildings, and with areas of low tree canopy, 91 percent of homes in the TIF District are in the 75th percentile or higher of all temperature readings in the region, compared with 57 percent citywide. Higher urban temperatures can lead to poor health outcomes, especially for vulnerable populations.</li> </ul>

ORS 457.010 CONDITIONS	HOW THE SPACC TIF DISTRICT MEETS THESE CONDITIONS
	<ul style="list-style-type: none"> <li>• <b>Homeownership Need:</b> While 62 percent of residents are homeowners compared to 53 percent citywide, almost 60 percent of 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 greater opportunities for ownership.</li> <li>• <b>Concentration of Manufactured Home Parks:</b> The TIF District has 4 manufactured home parks with 171 homes, which is the third most common type of housing in the area. Manufactured homeowners are particularly vulnerable to displacement from increased rents or utility costs set by the owners of the underlying land.</li> <li>• <b>Stabilization of Businesses:</b> There is a significant need for affordable commercial space to support local businesses and additional supports for existing businesses to make needed building repairs. Many businesses are vulnerable to displacement as the area grows, creating a need for commercial community ownership opportunities and affordable commercial rental spaces.</li> </ul>

### Section 1.3 – Existing Conditions

Attachment A summarizes existing conditions in the SPACC 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 Sumner-Parkrose-Argay-Columbia Corridor 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 C). 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
<b>AFFORDABLE HOUSING (MINIMUM 45%)</b>		
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"> <li>• <b>Almost 60 percent of households experiencing housing cost burden.</b> The majority of the TIF District’s renter households 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</li> </ul>

PROJECT	DESCRIPTION	EXISTING CONDITIONS
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.	<p>District lacks adequate affordable housing supply.</p> <ul style="list-style-type: none"> <li>• <b>Residents are more vulnerable to changing economic conditions, making displacement more difficult to prevent.</b> The BPS Economic Vulnerability Assessment determined a score of 82 for the District’s Census tracts, with any score over 60 considered a tract vulnerable to displacement.</li> <li>• <b>Lower household incomes.</b> 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 \$73,573 in the TIF District.</li> <li>• <b>Share of manufactured home parks.</b> There are four manufactured home parks in the TIF District with 171 housing units, which is 3 percent of all housing in the District. Supporting manufactured home parks could help maintain affordable housing, community stability, social equity, and prevent displacement and homelessness among vulnerable populations.</li> <li>• <b>Lower growth in housing supply.</b> The TIF District has expanded its multi-dwelling housing stock by 123 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.</li> </ul>
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	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).	
<b><i>This category also includes manufactured housing park stabilization, preservation and development</i></b>		
Opportunistic Land Acquisition	Prioritize opportunistic land acquisition of larger sites for future multifamily affordable housing.	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
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, with a prioritization of unhoused residents or individuals displaced from the area.	
<b>ECONOMIC AND URBAN DEVELOPMENT (MINIMUM 45%)</b>		
Predevelopment	Support technical and/or financial assistance to determine the feasibility of development, redevelopment and renovation projects.	<p><b><u>Development Conditions</u></b></p> <ul style="list-style-type: none"> <li>• <b>A large share of underutilized properties.</b> More than a third of the acreage (40 percent) in the TIF District has an Improvement to Land Value ratio of less than 1 compared. The TIF District has 123 vacant parcels and 46 underutilized parcels.</li> <li>• <b>A large share of older buildings,</b> that may be obsolete or in need of deferred maintenance, with nearly 70 percent of buildings built before 1970.</li> <li>• <b>A concentration of potential brownfield sites</b> given the presence of numerous legacy auto-oriented businesses and older commercial buildings.</li> </ul> <p><b><u>Economic and Social Conditions</u></b></p> <ul style="list-style-type: none"> <li>• <b>A higher unemployment rate and lower average wages than the rest of Portland.</b> High levels of retail and employment contribute to lower average wages in the TIF District, but average wages in the area are lower for almost all employment sectors compared to Portland as a whole.</li> <li>• <b>A concentration of neighborhood and BIPOC-serving service and retail establishments, including home-based businesses.</b> Historic Parkrose Main Street has been a longtime hub for local businesses</li> </ul>
Land Acquisitions & Land Banking	Invest to acquire properties for development or redevelopment in conformance with the goals of this Plan.	
<p>Development, Redevelopment and Renovation</p> <p><i><b>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.</b></i></p>	<p>Support development, redevelopment and renovation activities, including:</p> <ul style="list-style-type: none"> <li>• New construction</li> <li>• Building façade improvements</li> <li>• Remediation activities</li> <li>• Middle-income Housing</li> <li>• Professional services, building and site design assistance</li> <li>• Tenant improvements</li> <li>• Building repairs and upgrades</li> <li>• Climate, resilience and community solar projects</li> <li>• Seismic, fire suppression, other public safety improvements</li> <li>• Accessibility improvements;</li> </ul>	



PROJECT	DESCRIPTION	EXISTING CONDITIONS
	<p>landscaping enhancements; pedestrian amenities and lighting outside of the public right of way</p> <ul style="list-style-type: none"> <li>• Permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup businesses and non-profits.</li> <li>• Adding tree canopy.</li> </ul>	<p>serving the neighborhood. Other commercial corridors in the TIF District have seen a growing share of small businesses and especially immigrant-serving businesses. Home-based businesses are also an important source of employment and opportunity for TIF District residents.</p> <ul style="list-style-type: none"> <li>• <b>A diverse population</b>, with a higher share (42 percent) of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole (32 percent).</li> <li>• <b>A concentration of urban heat islands.</b> More than 91 percent of the housing units in the TIF District are in the 75<sup>th</sup> percentile or higher of all temperature readings in the region, compared with 57 percent of housing units citywide.</li> </ul>
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, or interactive, multicultural community art spaces that create a sense of community and instill pride.</p>	
Signage	<p>Develop signage that serves the greater purpose of the TIF district, including multi-lingual signage and directional signage to local businesses.</p>	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
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.	
<b>INFRASTRUCTURE (MAXIMUM 10%)</b>		
Street and Utilities Improvements	Support new streets, street improvements (e.g., paving, pedestrian islands, beacon crossings), sidewalks, bike lanes and paths, greenways through Sumner on Alberta, stormwater improvements, new and/or relocated utilities (water, storm, sanitary sewer)	<ul style="list-style-type: none"> <li>• <b>Targeted transportation improvements will be needed in conjunction with development projects to continue the momentum of the East Portland Arterial Streets Strategy.</b>                          Improvements planned for NE Sandy Boulevard, NE 102<sup>nd</sup> Avenue, NE 122<sup>nd</sup> Avenue, and NE 148<sup>th</sup> Avenue are aimed at creating safer and more bike-friendly and pedestrian-friendly corridors to improve access to key community amenities. This project will address longstanding safety and livability issues. Such projects will support district residents, who are 9 percentage points more likely to drive or carpool than Portland residents but may be more willing to walk or ride bikes if the transportation network is safer.</li> <li>• <b>Incomplete sidewalk coverage.</b>                          Only 66 percent of streets in the TIF District have sidewalks, limiting residents' ability to feel safe walking to schools, businesses,</li> </ul>
Connectivity and Accessibility	Improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges, especially along Sandy Blvd. Prioritize connections and pedestrian-scale lighting near commercial corridors, industrial spaces, schools, parks and other institutions. Invest in key pedestrian crossings, including a crossing between the Sumner/Parkrose Transit Center and Max Station and pedestrian bridges.	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
Public Recreation 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; supporting development of the Sumner Association of Neighbors Lot and/or Helensview into a park with recreational amenities; covered spaces and splash pads for existing parks; new and updated community centers; resilience hubs; community gardens, tree canopy, 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.	parks, and other neighborhood amenities.  <ul style="list-style-type: none"> <li>• <b>Sewer infrastructure including pump stations, stormwater pipes, and sewer pipes may need upgrading in conjunction with development projects.</b></li> </ul>

## 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
Affordable Housing	At least \$128,936,491 (>45%)	2058

<ul style="list-style-type: none"> <li>• Single Family Home Repair</li> <li>• Homeownership Support</li> <li>• Multi-Family Rental Development</li> <li>• Rehabilitation and Preservation of Existing Regulated Housing</li> <li>• Acquisition and Rehabilitation of Existing Market-Rate and Naturally Occurring Affordable Housing</li> <li>• Affordable Infill and Middle-Density Housing</li> <li>• Manufactured Housing Park Stabilization, Preservation and Development</li> <li>• Opportunistic Land Acquisition</li> <li>• Capital Expenditures for Community Services for Houseless Neighbors</li> </ul>		
<p><b>Economic Development</b></p> <ul style="list-style-type: none"> <li>• Predevelopment</li> <li>• Land Acquisitions and Land Banking</li> <li>• Development, Redevelopment and Renovation</li> <li>• Middle-income Housing</li> <li>• Arts and Culture</li> <li>• Signage</li> <li>• Infrastructure Investments Triggered by Development, Redevelopment or Renovation Activities</li> </ul>	<p><b>At least                  \$128,936,491 (&gt;45%)</b></p>	<p>2058</p>
<p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Street and Utilities Improvements</li> <li>• Connectivity and Accessibility</li> <li>• Public Recreation Investments</li> </ul>	<p><b>Up to                  \$28,652,554 (&lt;10%)</b></p>	<p>2058</p>

## 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 \$310,000,000 as shown in Table D. The estimated amount of TIF moneys required for the District to service this Maximum Indebtedness is \$412,800,000, 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
<b>Bond Issuance Costs and Reserves</b>	9,255	3,690,271	11,535,900
<b>District-Wide Admin/Predev</b>	369,817	2,320,277	11,938,564
<b>Affordable Housing (PHB)</b>	3,994,028	25,058,994	128,936,491
<b>Inclusive Growth (Prosper Portland)</b>	4,881,590	30,627,659	157,589,045
<b>Total</b>	9,254,691	61,697,201	310,000,000

**Table E. Total Capacity Through Final Bond Payoff**

	ACTUAL DOLLARS	ROUNDED DOLLARS
<b>Total Net TIF</b>	412,830,362	412,800,000
<b>Maximum Indebtedness</b>	310,000,000	310,000,000
<b>Capacity (2024-25 \$)</b>	216,700,337	216,700,000
<b>Years 1-5</b>	9,466,080	9,500,000
<b>Years 6-10</b>	27,349,670	27,300,000
<b>Years 11-15</b>	46,255,251	46,300,000
<b>Years 16-20</b>	63,200,852	63,200,000
<b>Years 21-25</b>	83,199,909	83,200,000
<b>Years 26-30</b>	106,618,539	106,600,000
<b>Years 31-35</b>	76,740,061	76,700,000

### Section 3.2 – Financial Analysis

The total amount of TIF projected to be used for all projects, excluding administration and finance fees, is \$167,537,359 in 2024-25 dollars. The cost of administration and finance fees over the life of the Area increases this total to \$181,450,359. The Plan assumes an annual inflation rate of 3 percent 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 \$286,525,536, which is within the \$310,000,000 maximum indebtedness established by the Plan. We estimate the frozen base assessed value of the Area to be \$1,123,860,390 or 1.3 percent of the City’s assessed value of \$80,988,896,967.

The estimated Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor Tax Increment Finance Plan revenues each year.

The first year of Sumner-Parkrose-Argay-Columbia Corridor Tax Increment Finance Plan collections is anticipated to be the fiscal year ending in 2026. Gross Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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.

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**Table F. Projected Incremental Assessed Value, Tax Rates, and Sumner-Parkrose-Argay-Columbia Corridor 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	1,158,415,285	1,123,860,390	34,554,895	-	19.00	656,400	0	(57,763)	598,636	581,200
2	2027	1,194,006,827	1,123,860,390	70,146,437	-	19.10	1,339,506	0	(117,877)	1,221,629	1,151,503
3	2028	1,230,666,116	1,123,860,390	106,805,726	-	19.20	2,050,227	0	(180,420)	1,869,807	1,711,138
4	2029	1,268,425,183	1,123,860,390	144,564,793	-	19.20	2,775,044	0	(244,204)	2,530,840	2,248,619
5	2030	1,307,317,022	1,123,860,390	183,456,632	-	19.40	3,558,297	0	(313,130)	3,245,167	2,799,310
6	2031	1,347,375,616	1,123,860,390	223,515,226	-	19.40	4,335,268	0	(381,504)	3,953,764	3,311,215
7	2032	1,388,635,968	1,123,860,390	264,775,578	-	19.40	5,135,547	0	(451,928)	4,683,619	3,808,211
8	2033	1,431,134,130	1,123,860,390	307,273,740	-	19.50	5,990,563	0	(527,170)	5,463,393	4,312,853
9	2034	1,474,907,238	1,123,860,390	351,046,848	-	19.50	6,843,957	0	(602,268)	6,241,688	4,783,734
10	2035	1,519,993,538	1,123,860,390	396,133,148	-	19.40	7,683,339	0	(676,134)	7,007,205	5,214,019
11	2036	1,566,432,428	1,123,860,390	442,572,038	-	19.40	8,584,061	0	(755,397)	7,828,663	5,655,593
12	2037	1,614,264,484	1,123,860,390	490,404,094	-	19.40	9,511,804	0	(837,039)	8,674,765	6,084,306
13	2038	1,663,531,502	1,123,860,390	524,624,341	15,046,772	19.40	10,175,535	291,845	(895,447)	9,280,088	6,319,288
14	2039	1,714,276,531	1,123,860,390	563,304,339	27,111,802	19.30	10,869,436	523,145	(956,510)	9,912,925	6,553,611
15	2040	1,766,543,910	1,123,860,390	603,132,573	39,550,947	19.20	11,577,642	759,214	(1,018,833)	10,558,810	6,777,298
16	2041	1,820,379,311	1,123,860,390	644,143,397	52,375,524	19.10	12,300,465	1,000,155	(1,082,441)	11,218,024	6,990,702
17	2042	1,875,829,774	1,123,860,390	686,372,196	65,597,188	19.00	13,038,223	1,246,074	(1,147,364)	11,890,859	7,194,165
18	2043	1,932,943,751	1,123,860,390	729,207,678	79,875,682	19.00	13,851,919	1,517,306	(1,218,969)	12,632,950	7,420,527

19	2044	1,991,771,147	1,123,860,390	773,975,961	93,934,796	18.90	14,624,933	1,774,978	(1,286,994)	13,337,939	7,606,440
20	2045	2,052,363,364	1,123,860,390	819,420,124	109,082,850	18.90	15,483,639	2,061,213	(1,362,560)	14,121,079	7,818,499
21	2046	2,114,773,349	1,123,860,390	866,227,613	124,685,346	18.90	16,368,107	2,356,036	(1,440,393)	14,927,713	8,024,381
22	2047	2,179,055,633	1,123,860,390	914,439,326	140,755,917	18.90	17,279,108	2,659,703	(1,520,561)	15,758,546	8,224,267
23	2048	2,245,266,385	1,123,860,390	964,097,390	157,308,605	18.90	18,217,439	2,972,480	(1,603,135)	16,614,305	8,418,331
24	2049	2,313,463,460	1,123,860,390	1,015,245,196	174,357,874	18.90	19,183,920	3,294,640	(1,688,185)	17,495,735	8,606,743
25	2050	2,383,706,448	1,123,860,390	1,067,927,437	191,918,621	18.90	20,179,396	3,626,465	(1,775,787)	18,403,609	8,789,666
26	2051	2,456,056,725	1,123,860,390	1,122,190,145	210,006,190	18.90	21,204,736	3,968,245	(1,866,017)	19,338,719	8,967,262
27	2052	2,530,577,510	1,123,860,390	1,178,080,734	228,636,386	18.90	22,260,836	4,320,279	(1,958,954)	20,301,883	9,139,685
28	2053	2,607,333,919	1,123,860,390	1,235,648,040	247,825,489	18.90	23,348,619	4,682,873	(2,054,679)	21,293,941	9,307,087
29	2054	2,686,393,020	1,123,860,390	1,294,942,366	267,590,264	18.90	24,469,036	5,056,345	(2,153,275)	22,315,761	9,469,612
30	2055	2,767,823,894	1,123,860,390	1,356,015,522	287,947,982	18.90	25,623,065	5,441,022	(2,254,830)	23,368,235	9,627,404
31	2056	2,851,697,694	1,123,860,390	1,418,920,872	308,916,432	18.90	26,811,715	5,837,238	(2,359,431)	24,452,284	9,780,599
32	2057	2,938,087,708	1,123,860,390	1,483,713,382	330,513,936	18.90	28,036,025	6,245,342	(2,467,170)	25,568,855	9,929,333
33	2058	3,027,069,423	1,123,860,390	1,550,449,669	352,759,365	18.90	29,297,064	6,665,688	(2,578,142)	26,718,922	10,073,735



**Table G. Sumner-Parkrose-Argay-Columbia Corridor 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	-	1,123,860,390	1,157,576,202	1,192,303,488	1,228,072,592	1,264,914,770	1,302,862,213
Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	-	33,715,812	68,443,098	104,212,202	141,054,380	179,001,823	218,087,690
AV (Baseline)	-	1,157,576,202	1,192,303,488	1,228,072,592	1,264,914,770	1,302,862,213	1,341,948,080
<b>Taxes</b>							
Consolidated Tax Rate for Du Jour	18.8344	18.9958	19.0958	19.1958	19.1958	19.3958	19.3958
Divide the Taxes (to Raise) Sal 4c	-	640,460	1,306,979	2,000,442	2,707,659	3,471,892	4,229,996
Net Tax Increment Revenues	-	<b>584,100</b>	<b>1,191,965</b>	<b>1,824,403</b>	<b>2,469,385</b>	<b>3,166,366</b>	<b>3,857,756</b>
<b>Used for Du Jour</b>	-	585,268	1,194,349	1,828,052	2,474,323	3,172,699	3,865,472
<b>Debt Service</b>							
LOC 1					-	-	-
LOC 2							-
LOC 3							
BOND 1							
BOND 2							
BOND 3							
<b>Total Debt Service</b>	-	-	-	-	-	-	-

	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	1,341,948,080	1,382,206,522	1,423,672,718	1,466,382,899	1,510,374,386	1,555,685,618	1,602,356,186
Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	258,346,132	299,812,328	342,522,509	386,513,996	431,825,228	478,495,796	526,566,482
AV (Baseline)	1,382,206,522	1,423,672,718	1,466,382,899	1,510,374,386	1,555,685,618	1,602,356,186	1,650,426,872
<b>Taxes</b>							
Consolidated Tax Rate for Du Jour	19.3958	19.4958	19.4958	19.3958	19.3958	19.3958	19.3958
Divide the Taxes (to Raise) Sal 4c	5,010,843	5,845,096	6,677,767	7,496,767	8,375,617	9,280,832	10,213,204
Net Tax Increment Revenues	<b>4,569,889</b>	<b>5,330,728</b>	<b>6,090,124</b>	<b>6,837,052</b>	<b>7,638,563</b>	<b>8,464,119</b>	<b>9,314,442</b>

<b>Used for Du Jour</b>	3,979,028	4,141,389	1,581,730	6,874,890	4,645,349	5,472,556	6,324,580
<b>Debt Service</b>							
LOC 1	600,000	600,000	600,000				
LOC 2	-	600,000	600,000				
LOC 3			300,000				
BOND 1				3,020,574	3,020,574	3,020,574	3,020,574
BOND 2							
BOND 3							
<b>Total Debt Service</b>	<b>600,000</b>	<b>1,200,000</b>	<b>1,500,000</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>

	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	1,650,426,872	1,699,939,678	1,750,937,868	1,803,466,004	1,857,569,985	1,913,297,084	1,970,695,997
Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	576,079,288	627,077,478	679,605,614	733,709,595	789,436,694	846,835,607	905,956,487
AV (Baseline)	1,699,939,678	1,750,937,868	1,803,466,004	1,857,569,985	1,913,297,084	1,970,695,997	2,029,816,877
<b>Taxes</b>							
Consolidated Tax Rate for Du Jour	19.2958	19.1958	19.0958	18.9958	18.9958	18.8958	18.8958
Divide the Taxes (to Raise) Sal 4c	10,661,954	11,352,964	12,058,235	12,778,078	13,572,015	14,326,259	15,164,113
Net Tax Increment Revenues	<b>9,723,702</b>	<b>10,353,903</b>	<b>10,997,110</b>	<b>11,653,607</b>	<b>12,377,678</b>	<b>13,065,548</b>	<b>13,829,671</b>
<b>Used for Du Jour</b>	6,734,659	7,366,119	8,010,613	8,668,423	6,373,369	10,107,352	7,840,348
<b>Debt Service</b>							
LOC 1							
LOC 2							
LOC 3							
BOND 1	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574
BOND 2						3,020,574	3,020,574
BOND 3							
<b>Total Debt Service</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>6,041,147</b>	<b>6,041,147</b>

	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	2,029,816,877	2,090,711,383	2,153,432,724	2,218,035,706	2,284,576,777	2,353,114,081	2,423,707,503

Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	966,850,993	1,029,572,334	1,094,175,316	1,160,716,387	1,229,253,691	1,299,847,113	1,372,558,338
AV (Baseline)	2,090,711,383	2,153,432,724	2,218,035,706	2,284,576,777	2,353,114,081	2,423,707,503	2,496,418,728
<b>Taxes</b>							
Consolidated Tax Rate for Du Jour	18.8958	18.8958	18.8958	18.8958	18.8958	18.8958	18.8958
Divide the Taxes (to Raise) Sal 4c	16,027,103	16,915,983	17,831,529	18,774,542	19,745,845	20,746,287	21,776,742
Net Tax Increment Revenues	<b>14,616,718</b>	<b>15,427,376</b>	<b>16,262,355</b>	<b>17,122,382</b>	<b>18,008,210</b>	<b>18,920,613</b>	<b>19,860,389</b>
<b>Used for Du Jour</b>	8,628,969	9,441,249	10,277,897	11,139,644	12,027,244	9,637,720	13,909,557
<b>Debt Service</b>							
LOC 1							
LOC 2							
LOC 3							
BOND 1	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574
BOND 2	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574
BOND 3							3,303,752
<b>Total Debt Service</b>	<b>6,041,147</b>	<b>6,041,147</b>	<b>6,041,147</b>	<b>6,041,147</b>	<b>6,041,147</b>	<b>6,041,147</b>	<b>9,344,900</b>

	52-53	53-54	54-55	55-56	56-57	57-58
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	2,496,418,728	2,571,311,290	2,648,450,629	2,727,904,148	2,809,741,272	2,894,033,510
Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	1,447,450,900	1,524,590,239	1,604,043,758	1,685,880,882	1,770,173,120	1,856,994,125
AV (Baseline)	2,571,311,290	2,648,450,629	2,727,904,148	2,809,741,272	2,894,033,510	2,980,854,515
<b>Taxes</b>						
Consolidated Tax Rate for Du Jour	18.8958	18.8958	18.8958	18.8958	18.8958	18.8958
Divide the Taxes (to Raise) Sal 4c	22,838,111	23,931,321	25,057,327	26,217,114	27,411,694	28,642,111
Net Tax Increment Revenues	<b>20,828,357</b>	<b>21,825,365</b>	<b>22,852,282</b>	<b>23,910,008</b>	<b>24,999,465</b>	<b>26,121,605</b>
<b>Used for Du Jour</b>	11,562,494	12,561,495	10,573,165			
<b>Debt Service</b>						
LOC 1						
LOC 2						

LOC 3		-	-	-	-	-
BOND 1	3,020,574	3,020,574				
BOND 2	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574
BOND 3	3,303,752	3,303,752	3,303,752	3,303,752	3,303,752	3,303,752
<b>Total Debt Service</b>	<b>9,344,900</b>	<b>9,344,900</b>	<b>6,324,326</b>	<b>6,324,326</b>	<b>6,324,326</b>	<b>6,324,326</b>

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 2024 constant dollars for the Area is approximately \$167,537,359. This is calculated by taking the maximum indebtedness (MI) and bringing it back to constant 2024 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 \$160,252,449 of 2024 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 \$310,000,000. 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	Inclusive Growth (Prosper Portland)	Total
Years 1-5	9,255	369,817	3,994,028	4,881,590	9,254,691
Years 6-10	3,681,016	1,950,460	21,064,965	25,746,069	52,442,510
Years 11-15	30,543	1,220,509	13,181,495	16,110,716	30,543,262
Years 16-20	3,701,574	2,771,941	29,936,965	36,589,624	73,000,104
Years 21-25	51,515	2,058,539	22,232,226	27,172,721	51,515,002
Years 26-30	4,061,997	3,567,297	38,526,811	47,088,325	93,244,430
Total	11,535,900	11,938,564	128,936,491	157,589,045	310,000,000

**Section 3.3 – Fiscal Impact Statement**

The impact of Sumner-Parkrose-Argay-Columbia Corridor 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 Sumner-Parkrose-Argay-Columbia Corridor 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	140,737	285,697	435,005	588,793	747,194	910,347	1,078,395	1,251,484	1,429,766
County	133,554	271,115	412,803	558,742	709,059	863,885	1,023,356	1,187,611	1,356,794
Library	37,514	76,153	115,951	156,943	199,165	242,653	287,446	333,583	381,104
Metro	2,970	6,030	9,181	12,427	15,770	19,213	22,760	26,413	30,176
Port	2,155	4,376	6,662	9,018	11,444	13,943	16,516	19,167	21,898
W Mult Soil/Cons	3,075	6,242	9,504	12,864	16,325	19,890	23,561	27,343	31,238
FPDR	86,097	181,018	285,125	385,925	522,399	636,467	753,957	902,315	1,030,856
<b>Total Gov't</b>	<b>406,103</b>	<b>830,631</b>	<b>1,274,231</b>	<b>1,724,711</b>	<b>2,221,354</b>	<b>2,706,397</b>	<b>3,205,992</b>	<b>3,747,916</b>	<b>4,281,831</b>
Reynolds	11,136	22,606	34,420	46,588	59,122	72,031	85,328	99,024	113,131
Parkrose	130,455	264,823	403,222	545,774	692,601	843,834	999,604	1,160,046	1,325,302
David Douglas	0	0	0	0	0	0	0	0	0
Centennial	0	0	0	0	0	0	0	0	0
Portland	7,538	15,302	23,299	31,536	40,020	48,759	57,760	67,031	76,579
Portland CC	435	883	1,344	1,819	2,308	2,812	3,332	3,866	4,417
Mt. Hood CC	14,363	29,157	44,395	60,090	76,256	92,907	110,058	127,723	145,918
Multnomah County ESD	14,071	28,563	43,491	58,866	74,703	91,015	107,816	125,121	142,945
<b>Total Education</b>	<b>177,997</b>	<b>361,334</b>	<b>550,172</b>	<b>744,674</b>	<b>945,011</b>	<b>1,151,359</b>	<b>1,363,897</b>	<b>1,582,811</b>	<b>1,808,293</b>

Foregone Revenue to Taxing Jurisdictions	34-35	35-36	36-37	37-38	38-39	39-40	40-41	41-42	42-43
City	1,613,396	1,802,535	1,997,349	2,198,006	2,306,475	2,468,753	2,635,849	2,807,906	2,982,369
County	1,531,052	1,710,538	1,895,408	2,085,825	2,188,757	2,342,753	2,501,321	2,664,597	2,830,155
Library	430,051	480,466	532,394	585,879	614,791	658,046	702,586	748,448	794,951
Metro	34,052	38,043	42,155	46,390	48,679	52,104	55,631	59,262	62,944
Port	24,710	27,607	30,591	33,664	35,325	37,811	40,370	43,005	45,677
W Mult Soil/Cons	35,250	39,382	43,639	48,023	50,393	53,938	57,589	61,348	65,160
FPDR	1,128,002	1,260,239	1,396,442	1,536,732	1,562,174	1,618,147	1,670,081	1,717,749	1,824,477
<b>Total Gov't</b>	<b>4,796,513</b>	<b>5,358,811</b>	<b>5,937,977</b>	<b>6,534,519</b>	<b>6,806,594</b>	<b>7,231,553</b>	<b>7,663,427</b>	<b>8,102,315</b>	<b>8,605,734</b>

Reynolds	127,660	142,626	158,041	173,918	182,501	195,341	208,562	222,176	235,981
Parkrose	1,495,516	1,670,836	1,851,416	2,037,413	2,137,956	2,288,378	2,443,265	2,602,751	2,764,468
David Douglas	0	0	0	0	0	0	0	0	0
Centennial	0	0	0	0	0	0	0	0	0
Portland	86,415	96,545	106,980	117,727	123,537	132,228	141,178	150,394	159,738
Portland CC	4,984	5,569	6,171	6,790	7,126	7,627	8,143	8,675	9,214
Mt. Hood CC	164,658	183,961	203,843	224,322	235,392	251,954	269,007	286,567	304,372
Multnomah County ESD	161,304	180,214	199,691	219,753	230,597	246,821	263,527	280,729	298,172
<b>Total Education</b>	<b>2,040,539</b>	<b>2,279,752</b>	<b>2,526,142</b>	<b>2,779,923</b>	<b>2,917,108</b>	<b>3,122,349</b>	<b>3,333,683</b>	<b>3,551,292</b>	<b>3,771,944</b>

Foregone Revenue to Taxing Jurisdictions	43-44	44-45	45-46	46-47	47-48	48-49	49-50	50-51	51-52
City	3,164,770	3,349,858	3,540,498	3,736,858	3,939,108	4,147,426	4,361,994	4,582,998	4,810,633
County	3,003,247	3,178,888	3,359,799	3,546,137	3,738,065	3,935,751	4,139,367	4,349,092	4,565,109
Library	843,570	892,905	943,720	996,060	1,049,970	1,105,497	1,162,690	1,221,599	1,282,275
Metro	66,794	70,701	74,724	78,868	83,137	87,534	92,062	96,727	101,531
Port	48,471	51,305	54,225	57,233	60,330	63,521	66,807	70,192	73,678
W Mult Soil/Cons	69,145	73,189	77,354	81,644	86,063	90,615	95,302	100,131	105,105
FPDR	1,866,917	1,976,101	2,088,561	2,204,395	2,323,704	2,446,592	2,573,167	2,703,538	2,837,822
<b>Total Gov't</b>	<b>9,062,913</b>	<b>9,592,947</b>	<b>10,138,882</b>	<b>10,701,195</b>	<b>11,280,377</b>	<b>11,876,935</b>	<b>12,491,389</b>	<b>13,124,277</b>	<b>13,776,152</b>
Reynolds	250,413	265,059	280,143	295,680	311,683	328,166	345,144	362,631	380,643
Parkrose	2,933,542	3,105,106	3,281,818	3,463,831	3,651,305	3,844,402	4,043,293	4,248,150	4,459,153
David Douglas	0	0	0	0	0	0	0	0	0
Centennial	0	0	0	0	0	0	0	0	0
Portland	169,508	179,421	189,632	200,149	210,982	222,140	233,632	245,469	257,662
Portland CC	9,777	10,349	10,938	11,544	12,169	12,813	13,476	14,159	14,862
Mt. Hood CC	322,987	341,876	361,333	381,373	402,014	423,274	445,172	467,727	490,959
Multnomah County ESD	316,408	334,913	353,972	373,604	393,825	414,652	436,104	458,200	480,958
<b>Total Education</b>	<b>4,002,635</b>	<b>4,236,724</b>	<b>4,477,836</b>	<b>4,726,182</b>	<b>4,981,977</b>	<b>5,245,447</b>	<b>5,516,821</b>	<b>5,796,336</b>	<b>6,084,236</b>



Foregone Revenue to Taxing Jurisdictions	52-53	53-54	54-55	55-56	56-57	57-58
City	5,045,097	5,286,594	5,535,337	5,791,542	6,055,433	6,327,241
County	4,787,606	5,016,778	5,252,826	5,495,954	5,746,377	6,004,312
Library	1,344,771	1,409,143	1,475,445	1,543,736	1,614,077	1,686,527
Metro	106,479	111,576	116,826	122,234	127,803	133,540
Port	77,269	80,968	84,778	88,702	92,743	96,906
W Mult Soil/Cons	110,227	115,503	120,938	126,536	132,301	138,240
FPDR	2,976,133	3,118,594	3,265,329	3,416,466	3,572,137	3,732,478
<b>Total Gov't</b>	<b>14,447,583</b>	<b>15,139,157</b>	<b>15,851,478</b>	<b>16,585,169</b>	<b>17,340,871</b>	<b>18,119,243</b>
Reynolds	399,195	418,304	437,985	458,258	479,138	500,645
Parkrose	4,676,486	4,900,339	5,130,908	5,368,394	5,613,004	5,864,952
David Douglas	0	0	0	0	0	0
Centennial	0	0	0	0	0	0
Portland	270,220	283,154	296,477	310,200	324,334	338,892
Portland CC	15,586	16,332	17,101	17,892	18,707	19,547
Mt. Hood CC	514,888	539,534	564,920	591,068	617,999	645,739
Multnomah County ESD	504,399	528,544	553,413	579,028	605,411	632,586
<b>Total Education</b>	<b>6,380,774</b>	<b>6,686,207</b>	<b>7,000,804</b>	<b>7,324,838</b>	<b>7,658,594</b>	<b>8,002,362</b>

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 Parkrose Tax Increment Finance Plan finance revenues exceed three percent of the original maximum indebtedness of the Plan in 2041. 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**

Yr No.	FYE	Total Assessed Value	Frozen Base Assessed Value	Increment URA	Increment Shared
1	2026	1,158,415,285	1,123,860,390	34,554,895	-
2	2027	1,194,006,827	1,123,860,390	70,146,437	-
3	2028	1,230,666,116	1,123,860,390	106,805,726	-
4	2029	1,268,425,183	1,123,860,390	144,564,793	-
5	2030	1,307,317,022	1,123,860,390	183,456,632	-
6	2031	1,347,375,616	1,123,860,390	223,515,226	-
7	2032	1,388,635,968	1,123,860,390	264,775,578	-
8	2033	1,431,134,130	1,123,860,390	307,273,740	-
9	2034	1,474,907,238	1,123,860,390	351,046,848	-
10	2035	1,519,993,538	1,123,860,390	396,133,148	-
11	2036	1,566,432,428	1,123,860,390	442,572,038	-
12	2037	1,614,264,484	1,123,860,390	490,404,094	-
13	2038	1,663,531,502	1,123,860,390	524,624,341	15,046,772
14	2039	1,714,276,531	1,123,860,390	563,304,339	27,111,802
15	2040	1,766,543,910	1,123,860,390	603,132,573	39,550,947
16	2041	1,820,379,311	1,123,860,390	644,143,397	52,375,524
17	2042	1,875,829,774	1,123,860,390	686,372,196	65,597,188
18	2043	1,932,943,751	1,123,860,390	729,207,678	79,875,682
19	2044	1,991,771,147	1,123,860,390	773,975,961	93,934,796
20	2045	2,052,363,364	1,123,860,390	819,420,124	109,082,850

21	2046	2,114,773,349	1,123,860,390	866,227,613	124,685,346
22	2047	2,179,055,633	1,123,860,390	914,439,326	140,755,917
23	2048	2,245,266,385	1,123,860,390	964,097,390	157,308,605
24	2049	2,313,463,460	1,123,860,390	1,015,245,196	174,357,874
25	2050	2,383,706,448	1,123,860,390	1,067,927,437	191,918,621
26	2051	2,456,056,725	1,123,860,390	1,122,190,145	210,006,190
27	2052	2,530,577,510	1,123,860,390	1,178,080,734	228,636,386
28	2053	2,607,333,919	1,123,860,390	1,235,648,040	247,825,489
29	2054	2,686,393,020	1,123,860,390	1,294,942,366	267,590,264
30	2055	2,767,823,894	1,123,860,390	1,356,015,522	287,947,982
31	2056	2,851,697,694	1,123,860,390	1,418,920,872	308,916,432
32	2057	2,938,087,708	1,123,860,390	1,483,713,382	330,513,936
33	2058	3,027,069,423	1,123,860,390	1,550,449,669	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 2061**

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
<b>General Government</b>				
City	4.5770	5,143,909	8,908,763	14,052,672
County	4.3434	4,881,375	8,454,080	13,335,455
Library	1.2200	1,371,110	2,374,632	3,745,742
Metro	0.0966	108,565	188,024	296,589
Port	0.0701	78,783	136,444	215,227
E Mult Soil/Cons	0.1000	112,386	194,642	307,028
FPDR	2.7000	3,034,423	5,255,333	8,289,756

<b>Subtotal General Government</b>	13.1071	14,730,551	25,511,918	40,242,469
<b>Education</b>				
Portland	4.7743	275,512	477,161	752,673
Parkrose	4.8906	4,768,079	8,257,861	13,025,940
Reynolds	4.4626	407,014	704,909	1,111,922
Mt Hood CC	0.4917	524,972	909,202	1,434,174
Portland CC	0.2828	15,891	27,522	43,414
Multnomah County ESD	0.4576	514,279	890,682	1,404,960
<b>Subtotal Education</b>		6,505,746	11,267,336	17,773,083
<b>Total</b>		<b>21,236,297</b>	<b>36,779,255</b>	<b>58,015,552</b>

### 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).<sup>4</sup> Finally, the TIF District is being proposed for creation along with several

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<sup>4</sup> 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

other TIF Districts that, when combined, will account for up to \$9.49 billion in assessed value and 8,415 acres.<sup>5</sup> 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 Assessed Value		Acreage		Proposed values (as of FY 23-24 values)	
	Frozen Base (as of FY 21-22 values)	Proposed Adjustments	Frozen Base (as of FY 21-22 values)	Proposed Adjustments	Frozen Base (as of FY 21-22 values)	Proposed Adjustments
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)	-
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
<b>Total: TIF Districts</b>	<b>\$5,439,318,586</b>	<b>\$6,056,949,684</b>	<b>\$11,496,268,270</b>	<b>11,579</b>	<b>(435)</b>	<b>11,144</b>
<b>Total: City of Portland</b>	\$76,142,269,310		\$80,988,896,967	92,768		92,768
<b>Percent in TIF District</b>	<b>7.14%</b>		<b>14.19%</b>	<b>12.48%</b>		<b>12.01%</b>

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.

<sup>5</sup> The proposed new TIF Districts include: Westside, Lloyd-Holladay, Central Eastside Corridor, Sumner-Parkrose-Argay-Columbia Corridor (SPACC), 82nd Avenue Area, and East 205.

## 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 Report

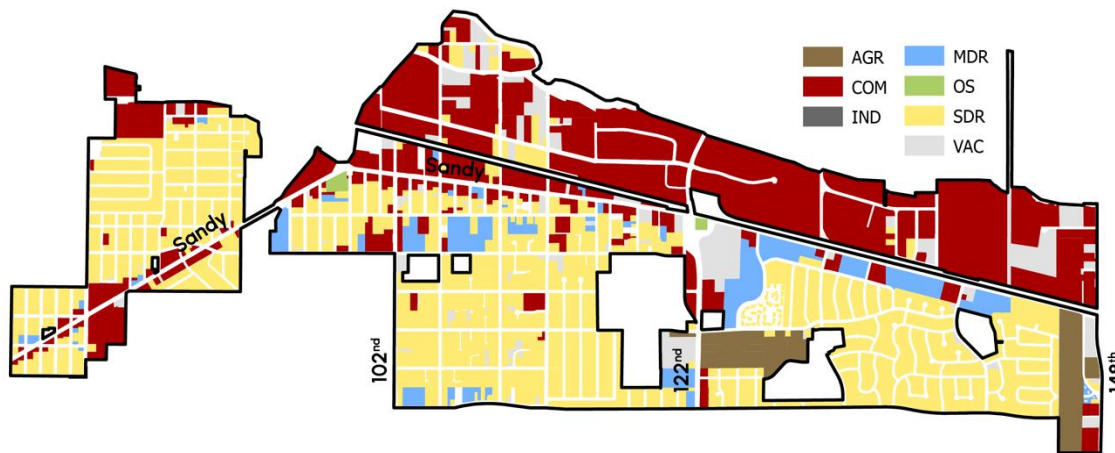
This section presents a high-level summary of existing conditions in the TIF District, covering key features of the built environment, population, economy, and development landscape.

### Physical Conditions

This section describes the physical conditions of the TIF District, including existing land uses, zoning designations, and comprehensive designations.

### Land Use

**Figure B. Existing Land Use, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**



The Sumner-Parkrose-Argay-Columbia Corridor TIF District is centered along the NE Sandy Boulevard commercial corridor, anchored by residential uses to the south, and light industry commercial uses to the north. The existing land uses on existing properties within the Sumner-Parkrose-Argay-Columbia Corridor TIF District are shown in Figure B. The TIF District comprises 1,550 acres, with 1,244 acres consisting of land within tax lots and the remaining 307 acres in the right-of-way, as summarized in Table F. Commercial uses make up 29 percent of the area, mostly between NE Sandy Boulevard and NE Whitaker Way. Multi-dwelling uses make up just five percent of the TIF District’s acreage. The majority of housing in the TIF District is single-dwelling residential uses (35 percent of total TIF District acreage). Six percent of acreage (5 percent of parcels) are vacant, totaling 92 acres across 186 parcels.

**Table F. Existing Land Use, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

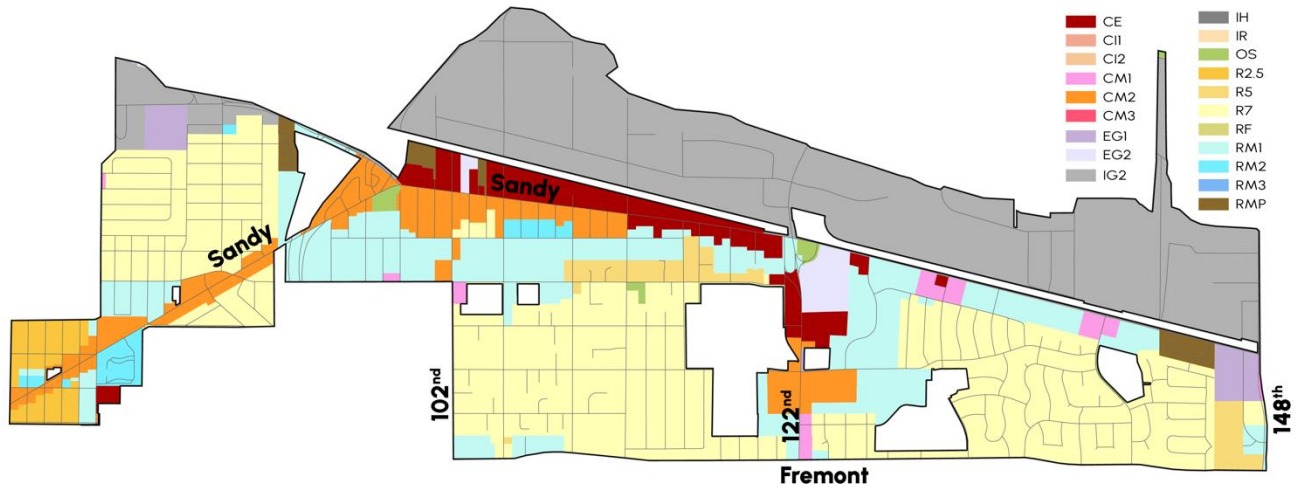
	PARCELS	SHARE	ACRES	SHARE
Single-Dwelling	3,053	79%	551.4	35%
Multi-Dwelling	68	2%	77.1	5%
Commercial	422	11%	454.1	29%
Vacant	186	5%	92.1	6%
Open Space	6	0%	3.7	0%
Agricultural	10	0%	51.5	3%

<b>ROW</b>	81	2%	307.0	20%
<b>Other</b>	24	1%	13.8	1%

Source: Regional Land Information System (RLIS), 2024

**Zoning**

**Figure C. Zoning, Sumner-Parkrose-Argay-Columbia Corridor TIF District**



Along NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue, many commercial properties are zoned CM2 (Commercial Mixed-Use 2) with the remainder zoned CE (Commercial Employment), EG1 (General Employment), EG2 (General Employment), or CM1 (Commercial Mixed-Use 1). **Error! Reference source not found.** shows zoning designations of land within the TIF District boundary.

Over half of the acreage of the TIF District is zoned for residential development. The single-dwelling zoning is characterized by average lot sizes, with about one third of acreage devoted to R7 (Residential 7,000), as shown in Table G. Of the areas zoned for multi-dwelling residential, more than 90 percent are zoned RM1 which is a smaller-scale multi-dwelling designation mostly found adjacent to single dwelling 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 G. Parcel Acres by Zoning, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

	ACRES	SHARE
<b>Commercial Employment (CE)</b>	69.1	4%
<b>Commercial Mixed Use 1 (CM1)</b>	15.8	1%
<b>Commercial Mixed Use 2 (CM2)</b>	99.9	6%
<b>General Employment 1 (EG1)</b>	22.0	1%
<b>General Employment 2 (EG2)</b>	17.1	1%
<b>General Industrial 2 (IG2)</b>	462.6	29%
<b>Open Space (OS)</b>	7.4	0%

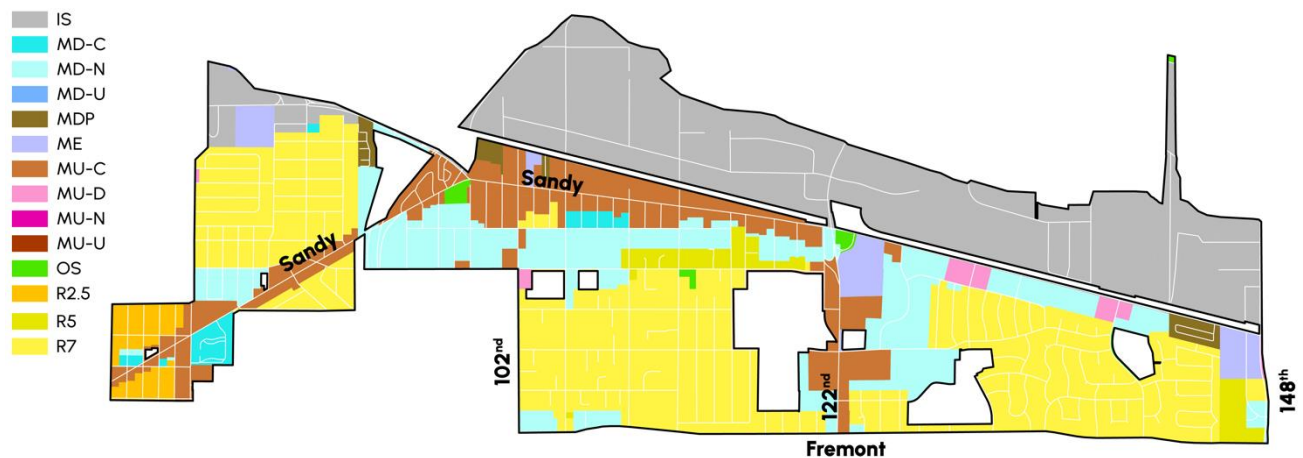


<b>Residential 2,500 (R2.5)</b>	27.4	2%
<b>Residential 5,000 (R5)</b>	45.8	3%
<b>Residential 7,000 (R7)</b>	555.2	35%
<b>Residential Multi-Dwelling 1 (RM1)</b>	218.0	14%
<b>Residential Multi-Dwelling 2 (RM2)</b>	19.7	1%
<b>Residential Manufactured Dwelling Park (RMP)</b>	16.5	1%

Source: Bureau of Planning & Sustainability, 2024

### Comprehensive Plan

Figure D. Comprehensive Plan Designations, Sumner-Parkrose-Argay-Columbia Corridor TIF



### District

Under the Portland 2035 Comprehensive Plan, NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue are designated "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. **Error! Reference source not found.** 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 Sumner-Parkrose-Argay-Columbia Corridor TIF District. Designations along the primary corridors in the TIF District include Mixed Use – Civic Corridor, and Mixed Employment which are high-scale, transit-oriented development designations. The TIF District includes areas designated as Multi-Dwelling – Neighborhood, which is a low-rise residential scale intended for areas near corridors and transit stations, to buffer the higher density corridors with lower density residential areas. Areas north of the Union Pacific Railroad line are designated as Industrial Sanctuary to support manufacturing and distribution operations and encourage the growth of industrial activities along key freight and distribution infrastructure.

**Table H. Parcel Acres by Comprehensive Plan Designation, Sumner-Parkrose-Argay-Columbia Corridor TIF District**

	ACRES	SHARE
Industrial Sanctuary (IS)	462.6	29%
Mixed Employment (ME)	39.1	2%
Mixed Use - Civic Corridor (MU-C)	179.0	11%
Mixed Use – Dispersed (MU-D)	12.7	1%
Multi-Dwelling – Corridor (MD-C)	19.7	1%
Multi-Dwelling – Neighborhood (MD-N)	212.1	13%
Institutional Campus (IC)	0.2	0%
Open Space (OS)	7.4	0%
Manufactured Dwelling Park	16.5	1%
Single - Dwelling 2,500	27.5	2%
Single - Dwelling 5,000	45.8	3%
Single - Dwelling 7,000	554.0	35%

Source: Bureau of Planning & Sustainability, 2024

**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**

Most of East Portland developed under Multnomah County regulations and was then annexed into the city starting in the late 1970’s. Because it was not developed under City of Portland regulations, many streets were built without adequate multimodal infrastructure. Today, East Portland can be hard to navigate without a car.

Features that make active transportation attractive in other areas of Portland, like sidewalks and low-stress bikeways, are harder to find east of 82<sup>nd</sup> Avenue. Wide arterial roads are the primary corridors of activity of East Portland. Residential streets are often poorly connected and sometimes unpaved. The vast majority of missing sidewalks on busy streets are in neighborhoods that were originally developed under County regulations. Where sidewalks were constructed, they were often “curb-tight”, lacking furnishing zones or street trees to buffer people walking from roadway traffic. Use of active transportation modes is lower in East Portland than in the city as a whole given the urban form of the area. The Sumner-Parkrose-Argay-Columbia Corridor TIF District contains multiple transportation facilities that act as barriers to cross-district mobility for cars, bikes, and pedestrians; Interstate 84 limits permeability between the district and the neighborhoods of Parkrose Heights, Russell, and Hazelwood, Sandy Boulevard is a state highway and freight corridor which makes getting to business and services on

Sandy difficult, and the Union Pacific Railroad line limits access points to the job-rich Columbia Corridor Employment Area.

### Street Network

The street network in the Sumner-Parkrose-Argay-Columbia Corridor TIF District includes:

- **NE Sandy Boulevard** from NE Failing to NE 148<sup>th</sup> Avenue
- **NE 122<sup>nd</sup> Avenue** between NE Fremont and the Columbia Slough,
- **NE 148<sup>th</sup> Avenue** between NE Fremont and the Columbia Slough,
- Neighborhood Collectors – NE Prescott, NE Fremont, and NE Shaver Streets.
- The TIF District also includes land outside of the right-of-way to the north and south of Union Pacific Railroad line.

There are many substandard streets in the TIF District, including unimproved streets in the industrial area north of the railroad and residential streets lacking pedestrian and bicycle facilities. In total, there 1.5 miles of gravel roads in the TIF District.

### Road Safety

The Parkrose District includes several high-traffic corridors, including NE Sandy Boulevard, which is noted for its safety concerns due to heavy traffic and limited pedestrian infrastructure.

In 2024, average daily traffic volume on NE Sandy Boulevard was approximately 8,500 (northbound) and 7,800 (southbound) vehicles per day.<sup>6</sup> From 2017 to 2021, there were 28 serious injury crashes and six fatal crashes within the TIF District. During this period, 24 pedestrians and 17 bicyclists were hit by motor vehicles.<sup>7</sup>

### Public Transit

The Parkrose/Sumner Transit Center, located at NE Sandy Boulevard and NE 96<sup>th</sup> Avenue, is a key hub within the TIF District. It is served by the MAX Red Line, which connects the Portland International Airport to downtown Portland and Beaverton. This line offers frequent service, with trains running every 15 minutes or less most of the day.

The TIF District is well-covered by several TriMet bus lines:

- **Line 12** (Barbur/Sandy Blvd) runs along NE Sandy Boulevard, providing connections from the Airport to downtown Portland and extending to Barbur Boulevard in Tigard.
- **Line 21** (Sandy Blvd/223rd) also serves Sandy Boulevard, running through the entire district and extending east to Gresham.
- **Line 22** (Parkrose) Connects Parkrose, Maywood Park, and Gateway, via 102nd, Shaver and Prescott.
- **Line 71** (60th Ave) connects the Parkrose/Sumner Transit Center to the Clackamas Town Center.

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<sup>6</sup> According to data supplied by the Portland Bureau of Transportation. Count location was east of 85<sup>th</sup> Avenue.

<sup>7</sup> ODOT Crash Data System.

- **Line 73** (122nd Ave) runs north-south along NE 122nd Avenue, from the Parkrose/Sumner Transit Center to SE Foster Road, offering access to various neighborhoods and connecting to the MAX Green Line

### **Pedestrian and Bicycle Facilities**

Within the Sumner-Parkrose-Argay-Columbia Corridor TIF District, only 66 percent of streets have sidewalk coverage. Pedestrian fatalities per capita are twice as high in East Portland compared to the city overall. To make these areas safe, the City must redesign streets to move people safely.

Efforts to address these issues are underway. The East Portland Arterial Streets Strategy is aimed at improving safety on 11 arterials east of 82<sup>nd</sup> Avenue, including NE Sandy Boulevard, NE 102<sup>nd</sup> Avenue and NE 122<sup>nd</sup> Avenue within the TIF District. Projects such as the NE 102<sup>nd</sup> Avenue Corridor Safety Project and the NE 148<sup>th</sup> Avenue Safety Project are in various stages of design and implementation. These projects focus on enhancing crosswalk visibility, adding protected bike lanes, and reconfiguring roadways to better accommodate non-vehicular traffic.

The community-driven Parkrose Community Plan also emphasizes the need for new pedestrian crossings on NE Sandy Boulevard and safer connections to schools and community destinations. The plan advocates for improving overall safety for pedestrians and cyclists in the neighborhood.

The TIF District includes a narrow strip of land from the Columbia Slough to Marine Drive, between NE 138<sup>th</sup> and NE 148<sup>th</sup> Avenues. There is currently a levy to create a path and bike trail to the Marine Drive Trail in this area. This project is currently going through Metro’s Regional Transportation Plan process and the Street Trust is working on getting funding for the project.

### **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.*

The Sumner-Parkrose-Argay-Columbia Corridor TIF District is served by sanitary sewers in Inverness and Upper Columbia Slough basins. Two pump stations serve the area within the TIF District, though they are not located within the TIF District boundary: Inverness and NE Marx Street & NE 105<sup>th</sup> Avenue. The pump stations are not predicted to have capacity constraints. This assessment is based on existing and future development predictions made by the Bureau of Planning and Sustainability as of 2023. However, capacity improvements may be required if significant zoning changes increase inflow.

The Inverness Pump Station pumps to the Columbia Boulevard wastewater treatment plant via a 36-inch force main in Marine Drive. The force main has experienced several structural failures recently and is located in a high seismic hazard area along the Columbia River. The Inverness Pump Station also requires condition upgrades and seismic improvements.

Sewer infrastructure in the TIF District is generally in good condition. Within the TIF District, 93 percent of the sewer pipes are in good or excellent condition, as shown in Table I. Approximately 1,888 linear feet of sanitary sewer pipe are rated poor or very poor/needs attention condition (approximately one percent of the sewer pipes, by length, in the District).

Stormwater is served by a combination of sumps and storm pipes that discharge to the Columbia Slough. The condition of storm pipes is less documented, with more than half of pipes in unknown condition, and another 35 percent in excellent condition.

**Table I. Sewer and Storm Pipe Condition Summary for the Sumner-Parkrose-Argay-Columbia Corridor TIF District**

CONDITION	STRUCTURAL GRADES	SEWER PIPE LENGTH (FT)	SEWER PERCENT BY LENGTH	STORM PIPE LENGTH (FT)	STORM PIPE PERCENTAGE
Unknown	Unknown	5,068	2.5%	39,961	55.4%
Excellent	1	142,234	69.0%	24,980	34.7%
Good	2	49,385	24.0%	3,020	4.2%
Fair	3	7,499	3.6%	3,098	4.3%
Poor	4	1,723	0.8%	952	1.3%
Very Poor/Need Attention	5	165	0.1%	76	0.1%
<b>Total</b>		<b>206,074</b>	<b>100.0%</b>	<b>72,088</b>	<b>100.0%</b>

Source: Portland Bureau of Environmental Services, 2024

**Potential Issues and Concerns**

BES lacks condition assessment data for half of the storm pipes and 23 percent of sumps in this area. Additional sumps or stormwater collection improvements may be required in locations where development occurs, especially where curbs are added to currently unimproved streets.

**Potential Investment Needs**

Rehabilitation and seismic upgrades to the Inverness pump station are currently the Bureau of Environmental Service’s highest priority due to the existing force main issues and significant consequences of failure. A planning study is underway to determine the best alternative for providing reliable sanitary sewer service to this area. One possible option is to reinstate a wastewater treatment plant at the pump station location and abandon the pump station and force main. This would increase resilience and reliability, as well as potentially increase the service capacity and expand the area served (depending on design).

**WATER INFRASTRUCTURE**

The majority of the district is within the Columbia South Shore Wellfield Protection Area. The Groundwater Protection Program helps prevent chemical spills that could seep into the ground and pollute drinking water.<sup>8</sup> The Wellfield Protection area is in a highly liquefiable area. Incorporating seismic resilience into the water supply infrastructure in the TIF District is particularly important. Seismic activity can damage water and well infrastructure and, in a liquefaction event, the integrity of groundwater protective measures could be compromised, potentially allowing contaminants to enter the groundwater.

<sup>8</sup> City of Portland, Groundwater Protection Program. Available: <https://www.portland.gov/water/groundwater-protection-program>

The district includes the former Parkrose Water District, which was annexed to the City of Portland in 1975. This area may still have small water pipes in need of upgrades.

The industrial-zoned portion of the district north of the railroad contains many parcels with redevelopment potential. Development in these areas will dictate the size of necessary water pipes and could necessitate upsizing of water mains. New water mains would likely require earthquake resistant pipe.

## **PARKS**

### **Existing Parks**

The one-acre Senn’s Dairy Park and Community Garden is the only park within the proposed TIF District boundaries. There are no community centers or significant natural areas within the TIF district boundary. However, there are multiple other parks and natural areas adjacent to or near the TIF District boundaries, including the Cross Levee Natural Area, Rocky Butte Natural Area, Luuwit View Park, and Argay Park. During previous East Portland planning processes, community members identified the need for additional parks, green spaces and community gardens.

### **Level of Service**

The Sumner-Parkrose-Argay-Columbia Corridor TIF District lacks adequate park facilities for residents. 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- 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 Portland Parks and Recreation data, within the Sumner-Parkrose-Argay-Columbia Corridor TIF District, only 64 percent of housing units are within a half mile of a park, compared to 85 percent of housing units citywide. 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**

Many community members have advocated for increased investments in parks within the TIF District to enhance recreational access for residents. There may be opportunities to acquire and develop unused right-of-way and other underused sites for additional community gardens and shared spaces.

Key themes from the Parkrose Community Plan (2022) included creating community gathering spaces within the Sandy Boulevard Business District and Rossi Farms development and expanding community use of Prescott Elementary School grounds. Community members also saw potential for enhancing the Columbia Slough as a natural area, possibly in conjunction with redevelopment projects. Additional investments to support residents' use of local parks could include bike lockers, ADA improvements to existing infrastructure, and better transit access. During future parks planning processes, the community stressed the importance of involving residents to design parks that are culturally responsive and address urban heat island effects.

There is a levy to create a path at approximately 143<sup>rd</sup> Avenue and Sandy to connect to the Marine Drive Multiuse Trail, which Portland Parks and Recreation supports if major transportation crossings can be resolved. This project would help to support this area’s multimodal connectivity to other regional destinations.

## 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.<sup>9</sup>

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 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.<sup>10</sup>

**More than 91 percent of homes in the TIF District are in the 75<sup>th</sup> percentile or higher of all temperature readings in the region**, compared with 57 percent of housing units citywide, as shown in Figure E.<sup>11</sup> A lack of street trees, mature tree canopy, and higher density industrial sites contributes to the urban heat island effect within the Sumner-Parkrose-Argay-Columbia Corridor TIF District. Although the areas within the TIF District have seen an increase in tree canopy coverage since 2014, they have among the lowest levels of coverage in the city, at less than 20 percent.<sup>12</sup> Street trees are also important for mitigating 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 that intersect the Sumner-Parkrose-Argay-Columbia Corridor TIF District boundary. The

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<sup>9</sup> U.S. Department of Agriculture (n.a.). [Urban Heat Islands in the Northwest](#).

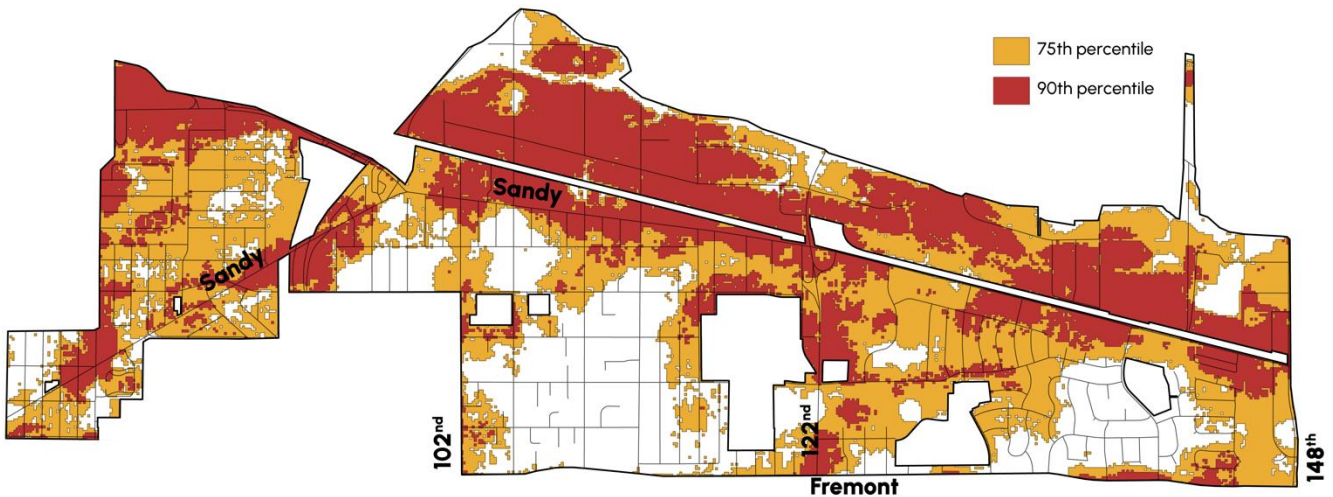
<sup>10</sup> Multnomah County, “Health Impacts from Excessive Heat Events in Multnomah County, Oregon, 2021”, (report, June 2022), p. 14.

<sup>11</sup> EConorthwest analysis of data from City of Portland Bureau of Planning and Sustainability and Metro RLIS.

<sup>12</sup> Portland Parks and Recreation, Tree Canopy Explorer. Available: [https://experience.arcgis.com/experience/7556b8b1017949cdb56145ec33aef814#data\\_s=id%3AdataSource\\_25-1874de03cd9-layer-11%3A20](https://experience.arcgis.com/experience/7556b8b1017949cdb56145ec33aef814#data_s=id%3AdataSource_25-1874de03cd9-layer-11%3A20).

Parkrose Community Plan specifically calls for the addition of trees and green elements to reduce the urban heat island effect, provide a barrier between residential and industrial areas, improve community gathering spaces, and increase connections to nature.

**Figure E. Percentile of Average Temperatures, Sumner-Parkrose-Argay-Columbia Corridor TIF District**



## AIR QUALITY

The TIF District has a higher population-weighted average respiratory health risk percentile (49.4) compared to the City of Portland (39.3) based on respiratory health risks determined through the EPA.<sup>13</sup> Poor air quality links to a variety of respiratory health effects, especially for vulnerable populations, including those with heart or lung disease, older adults, children, people with diabetes, and people of lower socio-economic status.<sup>14</sup> Urban air pollution is typically caused by transportation (use of private vehicles), domestic use of fossil fuels, industrialization, power generation, combustion and agriculture, producing air pollutants like Ozone (O<sub>3</sub>), particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>), sulfur oxides (SO<sub>x</sub>), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), and Volatile Organic Compounds (VOCs).<sup>15</sup>

## BROWNFIELDS

Given the high proportion of industrial and auto-oriented areas in the Sumner-Parkrose-Argay-Columbia Corridor TIF District, the area contains many potential brownfield sites that could add to the redevelopment costs. In 2013, the City conducted an inventory<sup>16</sup> 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

<sup>13</sup> US Environmental Protection Agency, 'EJScreen: Environmental Justice Screening and Mapping Tool,' <https://www.epa.gov/ejscreen>.

<sup>14</sup> US Environmental Protection Agency, 'Particle Pollution and Respiratory Effects,' <https://www.epa.gov/pmcourse/particle-pollution-and-respiratory-effects>.

<sup>15</sup> Airqoon, 'Urban Air Pollution: Sources and Pollutants,' <https://airqoon.com/resources/urban-air-pollution-sources-and-pollutants/>.

<sup>16</sup> <https://www.portlandmaps.com/bps/brownfields/>



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.<sup>17</sup>

## 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 12 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.

### 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 16,601 people live in the area. Between 1990 and 2022, the TIF District’s population increased by 118 percent.<sup>18</sup>

### Age

**The TIF District’s population is older compared to the rest of Portland.** Seniors make up 18 percent of the Sumner-Parkrose-Argay-Columbia Corridor TIF District population compared to 14 percent of Portland’s population. Youth under the age of 18 make up 15 percent of the TIF District’s population, compared to 17 percent of the City’s population, while working-age residents (aged 18–64) make up 68 percent of the population compared to 69 percent of the City’s population.<sup>19</sup>

### Race and Ethnicity

**The Sumner-Parkrose-Argay-Columbia Corridor TIF District is a diverse community with a higher share of residents who identify as Black, Indigenous, and people of color (BIPOC) compared to Portland as a whole.** BIPOC residents make up 42 percent of the District’s population, which is 10 percentage points higher than Portland’s population of BIPOC residents. The predominant BIPOC racial groups are Hispanic of any race (12.6 percent), Asian, non-Hispanic (11.0 percent), and Black non-Hispanic (10.8 percent).<sup>20</sup>

### 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 38 percent of those residing in the TIF District have achieved this level of education. Additionally, the share of

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<sup>17</sup> Source: <https://www.portland.gov/sites/default/files/2020-02/portland-brownfield-assessment-final-report-with-appendices.pdf>

<sup>18</sup> U.S. Census Bureau, Decennial Census 1990, 2000, 2010, 2020.

<sup>19</sup> U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B01001.

<sup>20</sup> U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B03002.

residents without a high school diploma is four percentage points higher in the TIF District than in the City of Portland.<sup>21</sup>

**Commute Time and Transportation Mode**

TIF District residents are more likely to drive or carpool to work than Portland residents. Residents are less likely to work from home and are less likely to use active transportation for their commutes. The share of District residents who commute by car is nine percentage points higher than Portland’s commuters. Commute times are slightly lower than Portland’s with most residents commuting between 0 and 29 minutes.

**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 Sumner-Parkrose-Argay-Columbia Corridor TIF District:

- **The TIF District’s population is growing, but not as fast as Portland’s.** The population within the Sumner-Parkrose-Argay-Columbia Corridor TIF District’s has increased by over 118 percent since 1990. During the same period, Portland grew by 135 percent.
- **Residents are vulnerable to changing economic conditions, making displacement more difficult to prevent.** The BPS Economic Vulnerability Assessment determined a score of 82 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.<sup>22</sup>
- **Housing cost burden affects over half of households.** Nearly 60 percent of the TIF District’s residents experience cost burden, meaning they spend over 30 percent of their income on housing. Twenty-eight percent of District residents are severely cost burdened meaning they spend more than 50 percent of their income on housing. In total, the Sumner-Parkrose-Argay-Columbia Corridor TIF District is 11 percentage points more cost burdened than the City of Portland, as summarized in Table J.

**Table J. Cost Burden, Sumner-Parkrose-Argay-Columbia Corridor TIF District and Portland, 2022**

	SPACC TIF DISTRICT	PORTLAND
<b>Burdened</b>	31%	24%
<b>Severely Burdened</b>	28%	24%
<b>Total Burdened</b>	<b>59%</b>	<b>48%</b>

<sup>21</sup> U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B15003.

<sup>22</sup> 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.

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 (15 versus 25 percent). Overall, Median Household Income in Portland is \$85,876 compared to \$73,573 in the TIF District.

### **Business and Employment Conditions**

The Sumner-Parkrose-Argay-Columbia Corridor TIF District includes the Historic Parkrose Main Street along NE Sandy Boulevard between NE 99<sup>th</sup> Avenue and NE 112<sup>th</sup> Avenue. This business district is a hub for smaller, family-owned shops. The TIF District also includes large national retail chains and a range of manufacturing, wholesaling, and other light industrial businesses in the areas north of the Union Pacific railroad. While the District is hub within the city for construction, manufacturing, and warehouse jobs, the area has a lower share of Portland’s overall employment (1.5 percent) compared to its population (2.4 percent) and wages are lower on average compared to the city as a whole.

- **The Sumner-Parkrose-Argay-Columbia Corridor TIF District is mostly composed of service, wholesale, and construction establishments.** Table K summarizes the share of establishments by industry, comparing the TIF District to Portland. Both construction and wholesale establishments make up a higher share of business in the TIF district compared to citywide totals by about 5 percentage points each. This highlights the role the TIF District plays as a center for industrial activities and services in the city.

**Table K. Share of Establishments by Industry, Sumner-Parkrose-Argay-Columbia Corridor TIF District and Portland, 2022**

	SPACC TIF DISTRICT		PORTLAND	
	Establishments	Share	Establishments	Share
<b>Construction and Resources</b>	74	11%	1,897	5%
<b>Finance, Insurance and Real Estate</b>	28	4%	2,910	8%
<b>Manufacturing</b>	42	6%	1,286	4%
<b>Public Administration</b>	suppressed	suppressed	173	0%
<b>Retail</b>	59	9%	2,615	7%
<b>Services</b>	363	56%	23,810	67%
<b>Wholesale Trade, Transportation, and Utilities</b>	84	13%	2,730	8%
<b>Total</b>	<b>650</b>	<b>100%</b>	<b>35,421</b>	<b>100%</b>

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 nearly all sectors.** There are 6,406 employees in the Sumner-Parkrose-Argay-Columbia Corridor TIF District. Given the concentration of services, construction, and wholesale businesses in the TIF District, employment in those sectors is the most common occupation in the area, making up 83 percent of jobs, as shown in Table L. Across all employment, average wages in the TIF District are \$42,043 compared with \$54,816 citywide. For each employment sector except construction,

average wages in the TIF District are lower than those same sectors in Portland as a whole, as shown in Table M. The disparity in pay ranges from 8 percent lower in manufacturing jobs and up to 53 percent lower in finance jobs.

**Table L. Share of Employment by Industry, Sumner-Parkrose-Argay-Columbia Corridor TIF District and Portland, 2022**

	SPACC TIF DISTRICT	PORTLAND
Construction and Resources	19%	5%
Finance, Insurance and Real Estate	2%	6%
Manufacturing	7%	5%
Public Administration	suppressed	3%
Retail	8%	8%
Services	49%	61%
Wholesale Trade, Transportation, and Utilities	15%	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 M. Average Pay Per Employee, Sumner-Parkrose-Argay-Columbia Corridor TIF District and Portland, 2024**

	SPACC TIF DISTRICT	PORTLAND
Construction and Resources	\$42,771	\$39,285
Finance, Insurance and Real Estate	\$26,159	\$55,321
Manufacturing	\$38,602	\$42,135
Public Administration	suppressed	\$85,721
Retail	\$24,412	\$31,603
Services	\$29,333	\$39,478
Wholesale Trade, Transportation, and Utilities	\$52,475	\$61,898

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 Sumner-Parkrose-Argay-Columbia Corridor TIF District’s unemployment rate was 6.7 percent compared to 5.6 percent for Portland overall.<sup>23</sup>

<sup>23</sup> U.S. Census Bureau, 2018–2022 ACS 5-Year estimates, Table B23025.

## 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 123 vacant parcels and 46 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 80 percent of vacant parcels and 53 percent of underutilized parcels are under 20,000 square feet, as summarized in Table N. Most of the vacant and underutilized parcels are found in Commercial Mixed Use 2 (23 percent), Residential 7,000 (35 percent), and Residential Multi-Dwelling 1 (23 percent) zones, as summarized in Table O. While there are several large sites in the Sumner-Parkrose-Argay-Columbia Corridor TIF District that may be redeveloped in the future—including legacy farms—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 N. Vacant and Underutilized Parcels by Parcel Size, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

PARCEL SIZE (SQ. FT.)	VACANT PARCELS (%)	UNDERUTILIZED PARCELS (%)
>100,000	7%	2%
50,000-99,999	1%	7%
20,000-49,999	13%	39%
10,000-19,999	11%	33%
5,000-9,999	39%	13%
<5,000	30%	7%

Source: Portland Bureau of Planning and Sustainability, 2024.

**Table O. Vacant and Underutilized Parcels by Zoning, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

	VACANT PARCELS (% OF PARCELS)	UNDERUTILIZED PARCELS (% OF PARCELS)
<b>Commercial Employment (CE)</b>	8%	1%
<b>Commercial Mixed Use 1 (CM1)</b>	3%	2%
<b>Commercial Mixed Use 2 (CM2)</b>	20%	3%
<b>Residential 2,500 (R2.5)</b>	1%	1%
<b>Residential 5,000 (R5)</b>	2%	0%
<b>Residential 7,000 (R7)</b>	27%	8%
<b>Residential Multi-Dwelling 1 (RM1)</b>	11%	12%
<b>Residential Multi-Dwelling 2 (RM2)</b>	1%	1%

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.

Forty percent of acreage in the TIF District has an I:L ratio of less than 1.0 compared to 43 percent of properties citywide, as shown in Table P. Improvement to Land Value by Acreage, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024. About 7 percent of properties (69 acres) in the TIF District have an I:L value of less than 0.25.

**Table P. Improvement to Land Value by Acreage, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

	SPACC TIF DISTRICT	PORTLAND
3 or higher	13%	14%
1–2.99	47%	43%
0.5–0.99	27%	28%
0.25–0.49	6%	7%
Less than 0.25	6%	7%

Source: Regional Land Information System (RLIS), 2024.

### BUILDING AGE

The age of buildings overall skews older in the TIF District compared to Portland. About 30 percent of buildings in the Sumner-Parkrose-Argay-Columbia Corridor TIF District were built between 1960 and 1980, more than double the share of buildings citywide. An additional 54 percent of buildings are older than 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 contains an important area for manufacturing and warehouse services for the city, as well as a key historic commercial corridor in NE Portland, almost 40 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, and a mix of young families and aging households. 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 Sumner-Parkrose-Argay-Columbia Corridor TIF District are about 20 percent lower than Portland as a whole, at an average of \$1.66 per square foot compared with \$2.04 citywide, as shown in Table Q. 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 123 percent compared to a 170 percent increase across the city. Fewer new housing units in the TIF District contributes to a lower vacancy rate (6.7 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.

**Table Q. Multi-Dwelling Market Conditions, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

	SPACC TIF DISTRICT	PORTLAND
Multi-Dwelling Units (% of year 2000 total)	123%	170%
Vacancy Rate	6.7%	7.2%
Under Construction (Units)	0	5,183
Asking Rent (per square foot)	\$1.66	\$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 350 subsidized housing units out of a total of almost 5,700 homes. Of these units, 93 percent are designated for very low income (31–60 percent of Area Median Income) and 7 percent are designated for extremely low income (0–30 percent of Area Median Income). There are no 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 59 percent.
- 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 57 percent of the TIF District’s market rate multi-dwelling units qualify as NOAH compared to 36 percent citywide.<sup>24</sup>

- Manufactured homes are the third most common type of housing in the TIF District.** Four manufactured home parks in the TIF District provide 171 housing units. Manufactured homes account for 3 percent of housing in the Sumner-Parkrose-Argay-Columbia Corridor TIF District, compared to 1 percent citywide. 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 \$95,000 lower than Portland’s median home sale price.<sup>25</sup> 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.

**OFFICE REAL ESTATE MARKET CONDITIONS**

There are 51 office buildings and a total of 3,860 square feet in the TIF District, with a concentration of office uses along NE Sandy Boulevard between NE Beech Street and NE 122<sup>nd</sup> Avenue. Office rents in the area are much lower than citywide averages, at \$18.23 per square foot compared to \$26.88 in Portland, as shown in Table R. No new office space has been built in the Sumner-Parkrose-Argay-Columbia Corridor TIF District since 2003 and office vacancies are significantly lower than Portland averages, at 1 percent compared with 18 percent citywide. About 79 percent of existing offices are small scale buildings with less than 3,000 square feet, including converted single-dwelling homes. Of the remaining office properties, about one third are medical offices. The large share of small-scale offices in the Sumner-Parkrose-Argay-Columbia Corridor TIF District, combined with overall low vacancy rates suggests a need for affordable commercial spaces to accommodate small service-based businesses that serve the area. 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 R. Office Market Conditions, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

	SPACC TIF DISTRICT	PORTLAND
Inventory (% of year 2003 total)	100%	112%
Vacancy Rate	1%	18%
Under Construction (SF)	0	0
Asking Rent (NNN)	\$18.23	\$26.88

<sup>24</sup> 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.

<sup>25</sup> Multnomah County Assessor and Portland Bureau of Planning and Sustainability.



Source: CoStar, 2024 Q1.

### RETAIL REAL ESTATE MARKET CONDITIONS

Service and retail businesses form the largest share of commercial activity within the TIF District. Since 2000, retail inventory has increased slightly, in line with trends for the city as a whole. Retail rents in the District are lower than the Portland average, as shown in Table S. The vacancy rate for retail uses within the TIF District is also lower (4.1 percent) than the city overall (5.2 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 S. Retail CoStar Market Conditions, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

	SPACC TIF DISTRICT	PORTLAND
Inventory (% of year 2000 total)	101%	101%
Vacancy Rate	4.1%	5.2%
Under Construction (SF)	0	8,261
Asking Rent (NNN)	\$16.84	\$21.11

Source: CoStar, 2024 Q1.

### INDUSTRIAL REAL ESTATE MARKET CONDITIONS

The TIF District has approximately 3.4 million square feet of industrial development, and industrial inventory has increased faster than Portland’s overall industrial inventory, as shown in Table T. The Sumner-Parkrose-Argay-Columbia Corridor TIF District contains about 5 percent of the City of Portland’s total industrial square footage. Currently, the vacancy rate for industrial space in the TIF District is about 4 percentage points higher than the City of Portland, at 10.3 percent. Given the larger sizes of industrial buildings, turnover in tenancy can cause large fluctuations in the vacancy rate, which is measured by square foot.

**Table T. Industrial Market Conditions, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

	SPACC TIF DISTRICT	PORTLAND
Inventory (% of year 2000 total)	125%	116%
Vacancy Rate	10.3%	6.6%
Under Construction (SF)	0	509,669
Asking Rent (NNN)	\$10.37	\$10.54

Source: CoStar, 2024 Q1.