

AFTER RECORDING RETURN TO:

Prosper Portland
Attn. Karen Harris
220 NW 2nd Avenue, Suite 200
Portland, OR 97209

Multnomah County Official Records
E. Murray, Deputy Clerk

2024-071219



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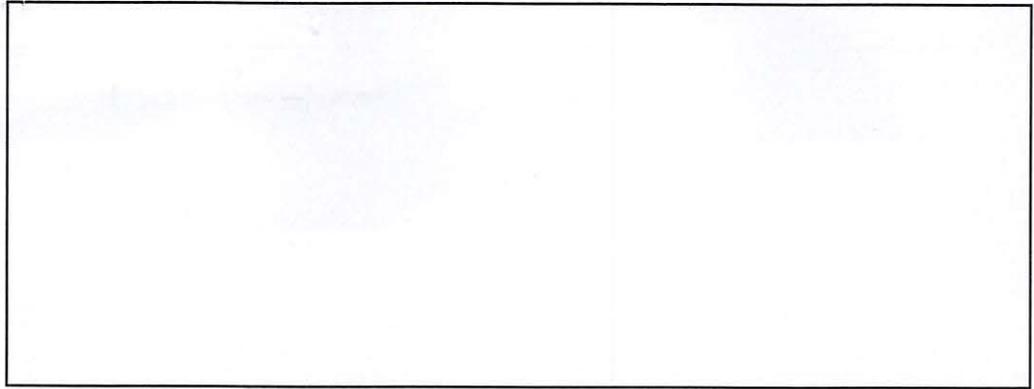
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Westside Tax Increment Finance District Plan

(document follows this coversheet)



CITY OF PORTLAND
Office of the City Auditor
1221 SW Fourth Avenue, Room 130
Portland, OR 97204

I hereby certify Ordinance 191941 to be a complete and exact copy of the original as the same appears on file and of record in my office and in my care and custody on November 20, 2024.

Simone Rede
Auditor of the City of Portland
By 
Deputy



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191941

Ordinance

Adopt the Westside Urban Renewal Plan

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. 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.
2. On June 28, 2023, City Council through Resolution 37623 directed Prosper Portland, as the duly organized urban renewal agency of the City of Portland, together with the Portland Housing Bureau and the Bureau of Revenue and Financial Services/Office of Management & Finance, to collectively pursue analysis and creation of new urban renewal districts ("TIF districts").
3. Prosper Portland convened a community-led steering committee to oversee the Central City exploration processes as well as subcommittees to specifically advise Prosper Portland regarding a broad range of interests and expertise including housing production across various levels of affordability, economic development, and the development of large scale development opportunity that could ultimately be codified in one or more new urban renewal plans ("TIF plan") for that area.
4. As a product of the steering committee's extensive work and additional stakeholder engagement, a TIF Plan (the "Westside TIF Plan" or "Plan") was developed for a proposed new TIF district containing 492 acres of area including portions of Old Town and Downtown, with a proposed maximum indebtedness of \$800,000,000 to finance projects under the Plan (the "Westside TIF District" or "District").
5. On August 28, 2024, after considering the proposed Plan, an accompanying Report prepared in accordance with ORS 457.087 (the "TIF Report"), and public testimony, the Prosper Portland Board of

Introduced by

[Mayor Ted Wheeler](#);
[Commissioner Carmen Rubio](#)

City department

[Prosper Portland](#)

Contact

Justin Douglas

Governance, Learning and
Outcomes Manager

✉ douglasj@prosperportland.us

Requested Agenda Type

Time Certain

Date and Time Information

Requested Council Date

October 30, 2024

Requested Start Time

9:45 am

Time Requested

30 minutes (8 of 9)

Commissioners adopted Resolution 7571, approving the Westside TIF Plan and TIF Report, directing that the Plan and TIF Report be forwarded to the City Council for adoption, and directing the Plan and TIF Report be forwarded to the City's Planning Commission for its review and recommendations to the City Council. The Plan and TIF Report are attached hereto as Exhibits A and B respectively and are incorporated herein by this reference.

6. On September 10, the Portland Planning Commission held a public hearing and on October 8 voted to recommend that the Portland City Council adopt the Plan and found that it conforms to Portland's Comprehensive Plan. The Planning Commission's letter of support is attached as Exhibit C to this Ordinance.
7. The Plan was prepared in conformance with ORS Chapter 457 and with public involvement in all stages of its development. Notice of the October 23, 2024, Council hearing was sent on September 19, 2024, to postal patrons in the city of Portland, as required by ORS 457.120.
8. On October 23, the City Council held a public hearing to review and consider the Plan, TIF Report, Planning Commission Recommendations, and to receive public testimony.
9. The District, as a whole, is blighted (as defined in ORS 457.010(1)) based on the information set forth in Section 1 of the Report, and the rehabilitation and redevelopment activities set forth in the Plan are necessary to protect the public health, safety and welfare of both the District and the City as a whole.
10. The Plan conforms to the City's Comprehensive Plan and economic development plan as a whole, as set forth in Exhibit D, attached to this Ordinance and incorporated herein by this reference. The Plan provides an outline for accomplishing the urban renewal projects that the Plan proposes.
11. Acquisition of real property as described in the Plan is necessary to carry out the purposes of the Plan. No housing displacement is anticipated in the Plan; however, if displacement occurs, the Plan requires that such displacement will be made in accordance with ORS 35.500 to 35.530.
12. Adoption of and carrying out the Plan is economically sound and feasible, based on the Financial Analysis of the Plan as set forth in Section 3 of the TIF Report.
13. The City will assume and complete any activities prescribed to the City by the Plan.

NOW, THEREFORE, the Council directs:

- A. The Westside TIF Plan, attached hereto as Exhibit A, is hereby approved and will be effective thirty (30) days after passage of this

ordinance.

- B. Prosper Portland will administer implementation of the Plan, and the Portland Housing Bureau will assume and complete activities agreed upon by the City and prescribed to it by the Plan.
- C. The Plan is authorized to be financed, in part, by division of taxes as provided in ORS 457.420 to 457.450.
- D. The City Auditor will forward to Prosper Portland and the Planning Commission certified copies of this Ordinance upon approval by the Council.
- E. Prosper Portland must record in the Deed Records of Multnomah County, Oregon, a copy of this Ordinance and the Plan, upon adoption by the Council.
- F. Prosper Portland must send a copy of this Ordinance and the Plan to the Multnomah County Assessor.
- G. Prosper Portland, in accordance with ORS 457.115, must publish notice of adoption of this Ordinance approving the Plan, including the provisions of ORS 457.135, in the newspaper having the greatest circulation in the City within four days following adoption of this Ordinance.

Exhibits and Attachments

 [Exhibit A](#) 5.26 MB

 [Exhibit B](#) 1.77 MB

 [Exhibit C](#) 335.35 KB

 [Exhibit D](#) 1.16 MB

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council
October 30, 2024

Auditor of the City of Portland
Simone Rede

Impact Statement

Purpose of Proposed Legislation and Background Information

Three new TIF Districts are proposed to be created within the Central City, resulting in up to \$1.3 billion in TIF resources to be invested over the next 30 years.

The proposed Westside district is 492 acres and includes portions of Downtown and Old Town. It is estimated to generate up to \$800 million in TIF resources.

The three Central City TIF Districts also present investment opportunities and priorities unique to each district. The Westside TIF District is proposed to help reinvigorate the Downtown core and Old Town, both of which were significantly impacted by the pandemic and a shift to hybrid work. Investment priorities include reimagining downtown as a regional destination and creating an improved balance between commercial and residential uses.

Financial and Budgetary Impacts

The combined estimated fiscal impact to the City of Portland for the proposed Westside TIF District over the life of the district totals approximately \$242 million.

Of the estimated \$800 million in TIF resources that could be generated within the district over time, \$333 million would go to affordable housing, \$259 million to economic and urban development, and \$148 million to infrastructure investments in the district.

District	2030 / YR 5	2035 / YR 10	2050 / YR 30
Westside	\$19M	\$94M	\$800M

Westside

Affordable Housing

- Affordable Rental Housing (0-60% AMI) **\$333M**
- Preserve Existing Affordable Housing Buildings **(45%)**
- Develop New Affordable Multi-family Residential Uses

Economic & Urban Development

**\$259M
(35%)**

- Recruitment, Retention of Anchor Employers/Retailers and Traded Sector Businesses
- Tenant Neighborhood Commercial Spaces
- Rehabilitation, Development of Commercial Space
- Neighborhood Services and Amenities
- Regional Assets & Destinations

- Middle-Income Rental Housing (60-120% AMI)

Infrastructure & Public Realm

- Signage, Connectivity & Accessibility **\$148M**
- Public Realm Enhancements **(20%)**
- Street and Utilities to Support Vertical Development

SUBTOTAL* **\$741M**

**Total resources for capital investments net of admin and financing costs.*

The Westside TIF District would provide critical resources for the Housing Production Strategy, and over time can increase revenues via increases in tax value and generation of system development charges (SDCs) via development. TIF funds can also be used as a funding match when pursuing federal funds that could benefit the region.

To the extent the district creates new taxable assessed value due to new development in the district, the City of Portland and overlapping taxing jurisdictions will realize the additional tax revenue when value is returned either by the end of the district or sooner as revenue sharing thresholds are reached in accordance with ORS 457.

This action will require Prosper Portland and PHB staff to engage with community stakeholders in the action planning and policy review. Prosper Portland has adequate resources in its fiscal year 2024-25 adopted budget to hire four new staff should City Council approve any new districts.

Economic and Real Estate Development Impacts

Consistent with Oregon Revised Statutes chapter 457.089, Prosper Portland sent the draft plans and reports to 15 taxing districts offering an opportunity to meet and discuss the proposals and estimated fiscal impacts. In addition, Prosper Portland and PHB staff met with the Multnomah County Commission at a hearing on September 17, 2024, to discuss the draft plans and reports and the estimated fiscal impacts to the county.

Consistent with Oregon Revised Statutes chapter 457.120, Prosper Portland sent a mailer with notice of the October 23, 2024, City Council public hearing to approximately 356,000 households in the city of Portland.

Approving the plans and reports will provide access to a tool and financial incentive that has proven to advance equitable economic growth. According to an April 2024 third-party analysis conducted by consultant ECONorthwest titled 'Understanding Portland Tax Increment Finance District Investment Impacts, 2000-2022,' relative to non-TIF comparison areas, TIF districts saw:

- 6x the amount of total square footage of development
- 25x the amount of high-density development
- 4x the growth rate in housing production
- 5,300 units of TIF-funded affordable housing (46% of all affordable housing built in the city)
- 24,000 more jobs, which generally had 20% higher wages

Community Impacts and Community Involvement

Prosper Portland and Portland Housing Bureau staff conducted significant and thorough public participation related to these actions. Engagement summaries are attached to each TIF District Plan and provide further detail on the following engagement processes:

Prosper Portland and City-led Engagement. Prosper Portland and City staff facilitated a range of activities related to TIF exploration, including events, twice-monthly virtual office hours, regular email updates to interested parties, one-on-one conversations with community members, and briefings to community organizations. In addition, staff contracted with a dozen community/culturally specific organizations to partner on outreach and engagement.

Central City TIF Exploration Steering Committee / Subcommittees: The Central City TIF Exploration Steering Committee kicked off work in October 2023 and met as a full committee as well as within interest-specific subcommittees through August 2024. Members of the Central City TIF Exploration Steering Committee represent a broad range of interests and expertise including housing production across varied levels of affordability, economic development, and development of key large scale development opportunities. Steering Committee members also met within subcommittees pertaining to these three areas of expertise during the exploration process.

The Central City TIF Exploration Steering Committee was tasked with considering up to 1,500 acres and \$3.8 billion in assessed value for new TIF districts in Central City; and directed that any new districts created should:

- Acknowledge lessons learned from past TIF districts
- Advance inclusive economic growth, entrepreneurship and job growth, equitable development, community stabilization, and housing production for a full range of income levels
- Balancing these priorities with the financial impact to the city budget and other taxing jurisdictions

Over the course of Steering Committee and Subcommittee meetings, members informed the vision, values, and goals for utilization of TIF resources in the Central City; identified investment needs and opportunities to inform district boundaries and priority project lists; and discussed implementation principles and governance considerations. At the conclusion of the exploration process, the Steering Committee voted to

recommend the creation of three new TIF districts within the Central City for the Prosper Portland Board and City Council's consideration.

Steering Committee members included the following:

Andrew Fitzpatrick, Office of Mayor Wheeler
Angel Medina, Republica
Angela Rico, Office of Commissioner Rubio
Brad Cloepfil, Allied Works
Brian Ferriso, Portland Art Museum/Travel Portland Board
Carolyn Holcomb, Central Eastside Industrial Council
Catherine Ciarlo, Metro
Christina Ghan, Office of Commissioner Rubio
Damien Hall, Home Forward
Dana White, Portland Public Schools
Dr. Carlos Richard, Historic Albina Advisory Board
Eric Paine, Community Development Partners
Erin Graham, OMSI
Gus Baum, Security Properties
Ian Roll, Gensler
James Parker, Oregon Native American Chamber
Jason Chupp, Swinerton
Jason Franklin, Portland State University
Jeff Renfro, Multnomah County
Jessica Curtis, Brookfield Properties/Pioneer Place
Jessie Burke, Old Town Community Association
Jill Sherman, Edlen & Co
JT Flowers, Albina Vision Trust
Kimberly Branam, Prosper Portland
Lauren Peng, CBRE
Marc Brune, PAE Engineers
Mary-Rain O'Meara, Central City Concern
Matt Goodman, Downtown Development Group
Michael Buonocore, Portland Housing Bureau
Millicent Williams, Portland Bureau of Transportation
Monique Claiborne, Greater Portland Inc.
Natalie King, Trail Blazers
Nicole Davison Leon, Hispanic Chamber
Peter Andrews, Melvin Mark
Sam Rodriguez, Mill Creek Residential
Sarah Stevenson, Innovative Housing
Stef Kondor, Related Northwest
Sydney Mead, Portland Metro Chamber
Tom Kilbane, Urban Renaissance Group/Lloyd Mall

Additional Stakeholder Engagement: Staff additionally conducted broader community including holding an in-person open house, conducting an online survey, and providing briefings with key community stakeholders/organizations to gather feedback that would help inform district map revisions and investment priorities. Between the open house

and the survey, 335 points of feedback were collected. Several neighborhood associations, business districts, and other relevant organizations/coalitions were provided briefings and opportunities for discussion.

100% Renewable Goal

This action does not have an impact on the city's 100% renewable goal.

Financial and Budget Analysis

\$800 million in TIF resources is estimated to be generated within the new district over 30 years, with \$333 million going to affordable housing, \$259 million to economic and urban development, \$148 million to infrastructure investments in the district, and \$59 million to administration and financing costs.

The combined estimated fiscal impact to the City of Portland for the proposed TIF District over the life of the district totals approximately \$242 million.

The new TIF District would provide resources for the Housing Production Strategy, and over time can increase revenues via increases in tax value and generation of system development charges (SDCs) via development. TIF funds can also be used as a funding match when pursuing federal funds that could benefit the region. To the extent the district creates new taxable assessed value due to new development in the district, the City of Portland and overlapping taxing jurisdictions will realize the additional tax revenue when value is returned either by the end of the district or sooner as revenue sharing thresholds are reached in accordance with ORS 457.

Document History

Item 916 Time Certain in [October 23, 2024 Council Agenda](https://www.portland.gov/council/agenda/2024/10/23)
(<https://www.portland.gov/council/agenda/2024/10/23>)

City Council

Passed to second reading

Passed to second reading October 30, 2024 at 9:45 a.m. time certain

Item 930 Time Certain in [October 30-31, 2024 Council Agenda](https://www.portland.gov/council/agenda/2024/10/30)
(<https://www.portland.gov/council/agenda/2024/10/30>)

City Council

Passed

Aye (5):

Mingus Mapps, Carmen Rubio, Dan Ryan, Rene Gonzalez, Ted Wheeler

Westside
Tax Increment Finance District Plan

October 1, 2024

Table of Contents

SECTION 1 – OVERVIEW AND BACKGROUND	3
SECTION 2 – VALUES, VISION AND GOALS	4
Section 2.1 – Values.....	4
Section 2.2 – Vision.....	4
Section 2.3 – Goals	5
SECTION 3 – PLAN IMPLEMENTATION.....	6
Section 3.1 – Proposed Projects and Major Activities.....	6
Section 3.2 – Plan Finances	10
Section 3.3 – Plan Relationship to Local Objectives.....	10
Section 3.4 – Proposed Land Uses, Maximum Densities and Building Requirements	11
Section 3.5 – Real Property Acquisition and Disposal	11
Section 3.6 – Relocation Plan.....	11
SECTION 4 – GOVERNANCE OF TIF DISTRICT	11
Section 4.1 – Ongoing Community Engagement.....	11
Section 4.2 – Future Plan Amendments	11
EXHIBITS TO PLAN	13
Exhibit A: Legal Description	
Exhibit B: Public Engagement During Plan Development	

SECTION 1 – OVERVIEW AND BACKGROUND

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

Strategic focus areas within the Plan include but are not limited to the downtown retail core and office district, Old Town Chinatown and associated historic districts, the Broadway Corridor, and regional attractions including Waterfront Park, the Park Blocks, and the Cultural District.

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

- **Urban Growth Potential:** According to the Bureau of Planning and Sustainability Buildable Lands Inventory, the Westside TIF District has 124 vacant or underutilized parcels, most of which are less than 20,000 square feet, offering limited potential as infill development. A small number of larger sites present potential for more catalytic opportunities, such as the Broadway Corridor. The District also contains many older buildings, with 33 percent built before 1960, which may be obsolete or in need of deferred maintenance, seismic upgrades, and climate resilience improvements. High vacancy rates in high-rise commercial buildings also suggest a need to convert office spaces to mixed-use facilities, including R&D and residential uses.
- **Employment & Small Business Support:** The District saw a 12 percent decrease in businesses between 2019 and 2022, resulting in the loss of 12,658 jobs. In comparison, Portland overall saw a positive 12 percent growth in new businesses citywide indicating a sharp loss in particular for the Central City (although the city also experienced a loss of nearly 6 percent of its employees in the same timeframe). The office market in the Westside TIF District is facing sizable challenges as changing patterns of employment and preferences for work-from-home and hybrid schedules lead to increased vacancies and lower rents. Since 2018, office vacancy rates in the Downtown Subdistrict increased by 11 percentage points to 21 percent in May 2022. Given the oversupply of office space, especially downtown, vacancies are not expected to drop and this area is not expected to see speculative office development until at least 2044.¹ Although the Old Town Chinatown Subdistrict has generally kept pace with the city of Portland, office vacancy rates climbed to 23 percent in 2022 (compared to 18 percent in the city of Portland). The retail vacancy rate in the District is also higher than the city (7.2 percent

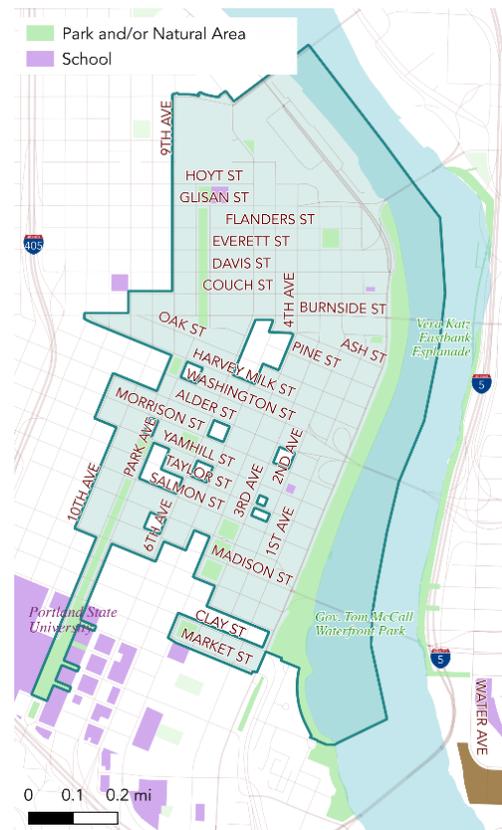


Figure A. Westside TIF District

¹ Central City Subdistricts Economic & Market Conditions, 21, 45.

compared to 5.2 percent) with lower rents per square foot indicating less demand for retail in the area.

- **Housing Production & Preservation:** The District faces a significant need and opportunity for affordable and middle-income housing. Approximately half of the households in the District are cost-burdened, spending more than 30 percent of their income on housing. Proposed efforts focus on developing a continuum of housing opportunities and increasing resident diversity, including new housing at the Broadway Corridor and preservation of existing affordable housing in Old Town Chinatown.
- **Placemaking & Regional Assets:** The District is home to several iconic Portland attractions including entertainment venues, educational institutions, cultural assets and museums, and historic districts. The economic downturn has significantly impacted the District’s regional attractions, leading to a sharp decline in visitor numbers, local revenue, and foot traffic due to fewer office workers and concerns about safety and cleanliness. This decrease not only affects the attractions themselves but also the broader local economy, including hotels and other businesses reliant on tourist activity. The Plan seeks to complement investments in economic development and housing production with enhancements to the public realm, focusing on creating a welcoming, vibrant center through inclusive placemaking and beautification efforts.

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

SECTION 2 – VALUES, VISION AND GOALS

Section 2.1 – Values

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

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

Section 2.2 – Vision

The long-term vision for the Westside District is to facilitate inclusive growth, transformation, and revitalization in a post-pandemic setting and to establish widely shared economic prosperity and continuous positive activity in the heart of the city. The Westside District will balance the needs of three core areas: Downtown, Old Town, and Broadway Corridor to address the unique needs, opportunities,

and challenges of each subdistrict area while promoting connection and mutual benefit throughout the District as a whole. Listed below are the guiding principles for the TIF District investment:

- The Central City is a successful, dense, mixed-use center composed of unique, livable neighborhoods with housing, services, and amenities that support the needs of people of all ages, incomes, backgrounds, and abilities.
- Westside is economically competitive with robust and expanding business and development activity in line with region's long term growth management plans and Central City 2035 employment and inclusive growth management goals. Urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.
- Central City is a national leader for innovation in business, higher education, and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship, and civic engagement.
- Affordable housing supply maintains and supports the area's growing racial, cultural, and economic diversity.
- Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.
- The Willamette River is the district's defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation, and supports a range of river uses.
- A well-connected, efficient, and safe transportation network is well used, emphasizing walking, bicycling, and transit use. Efficient transportation of freight supports local and regional business growth. Parking is managed to optimize use of the limited supply and balance the need with other uses of rights of way.
- Public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of inviting experiences for public interaction.

Section 2.3 – Goals

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

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

1. Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth.
2. Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.
3. Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.

4. Encourage the production of housing to take advantage of the Central City’s unique concentration of active transportation access, jobs, open spaces, supportive services, and amenities.
5. Create attractive, dense, high-quality affordable housing² that accommodates a broad range of needs, preferences, abilities, and financial capabilities in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults and the unmet needs of extremely low and very low-income households.
6. Encourage redevelopment of large sites that includes new compatible uses, green buildings and infrastructure, equity considerations, scenic resource preservation, new pedestrian connections, strong street presence, and new open space amenities.
7. Enhance the existing character and diversity of the Central City districts, strengthening existing places and fostering the creation of new urban places and experiences.
8. Maintain the economic and cultural diversity of the District and minimize or mitigate involuntary displacement resulting from new development.
9. Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities; a safe and inviting public realm; access to healthy food and active transportation; and the density of development needed to support these economically.
10. Improve street design and function to increase efficiency and safety for all transportation modes and to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use, and freight access while continuing to provide automobile access.

SECTION 3 – PLAN IMPLEMENTATION

Section 3.1 – Proposed Projects and Major Activities

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

- A. Inclusive Growth (to be implemented by Prosper Portland)
 1. Economic & Urban Development: Predevelopment, storefront improvements, and public-private partnerships.
 2. Open space and Public Realm: Park improvements, new parks and open spaces, streetscape improvements, and signage.
 3. Infrastructure and Utilities: Road extensions, parking infrastructure, utility upgrades, and associated demolition and grading.
- B. Affordable Housing (to be implemented by Portland Housing Bureau)
 1. Affordable Housing³ : Preservation of existing and production of new affordable housing.

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

³ In accordance with 2015 Affordable Housing Set Aside Policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 percent to 100 percent or less of area median income depending on home size.

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

The total amount of TIF used for all projects, excluding administration and finance fees, is approximately \$740,997,413 in nominal year-of-expenditure (“YOE”) dollars. The cost of administration and finance fees over the life of the Area increase this total to \$800,000,000.

Table A – Project Alignment with Plan Goals

Project Short Name	Description	Relation to Urban Renewal Goals
Economic & Urban Development: up to \$259,349,095 (35%)		
Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries	Offer tenant funding and incentives to attract and retain anchor employers, with particular focus on the downtown core and hubs to support entrepreneurship and innovation. Offer incentives for lean manufacturing and efficiency improvements. Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor. Priority project areas include: <ul style="list-style-type: none"> • Downtown • Old Town • Ankeny Triangle • Pioneer Place & Downtown Retail Core • Broadway Corridor 	Goal 1: Maintain the economic and cultural diversity of established communities and minimize or mitigate involuntary displacement resulting from new development. Goal 2: Encourage the production of housing to take advantage of the Central City’s unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities. Goal 4: Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.
Small Business Support	Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to a) support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts; b) support inclusive wealth creation; and c) create a vibrant retail environment that attracts diverse visitors from the region and beyond. Priority project areas include: <ul style="list-style-type: none"> • Historic Districts (including Old Town, Ankeny Triangle) • Major Commercial & Retail Corridors (including 1st Avenue, Transit Mall, Burnside, Morrison/Yamhill) 	Goal 7: Enhance the existing character and diversity of the Central City districts, strengthening existing places and fostering the creation of new urban places and experiences. Goal 8: Strengthen the Central City as a location for job creation by

Rehabilitation of Existing Buildings and Development of New Commercial Space	Renovation of commercial buildings, including URMs, seismic upgrades, and other climate resilience related improvements. Investments in both large and small construction of new commercial spaces and related parking needs, including conversion of office space to R&D, light manufacturing, maker spaces, and residential, as well as through lease and loan guaranties. Priority project areas include: <ul style="list-style-type: none"> • Downtown Core • Historic districts and individual buildings (including Old Town) 	addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth. Goal 9: Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.
Inclusive Neighborhoods	Support development of services and amenities that complement new and renovated housing (e.g. open space; community centers; recreational, arts, and cultural centers etc.) Develop inclusive and welcoming neighborhoods that are reflective of and attractive to a diverse demographic. Enhance waterfront use and activation. Priority project areas include: <ul style="list-style-type: none"> • Waterfront Park • Cultural District • South Park Blocks 	Goal 10: Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.
Regional Assets & Destinations	Invest in regional assets. Introduce destination uses (i.e. music and sporting venues, education and cultural hubs, iconic commercial anchors) that attract a diverse variety of users. Priority project areas include: <ul style="list-style-type: none"> • Cultural District • Retail core 	
Middle-Income Housing (60-120 percent AMI)	Diversify uses via gap financing for new multi-dwelling middle-income residential development via conversion or new development. Create opportunities allowing for more access for families, BIPOC individuals and families, and a wider range of incomes in the TIF District. Priority project areas include: <ul style="list-style-type: none"> • Old Town • Downtown • Broadway Corridor 	
Open Space & Public Realm: up to \$74,099,741 (10%)		
Signage, Connectivity & Accessibility Improvements	Create connectivity within and to the District. Make improvements to support activations within the District, including celebrating cultural assets and history. Implement signage	Goal 4: Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas,

	<p>solutions usable for all age groups. Enhance accessibility for individuals with mobility challenges. Priority project areas:</p> <ul style="list-style-type: none"> • Green Loop • North & South Park Blocks • Retail core • Railroads crossings, large ROWs (Burnside, Naito), bridgeheads, river access 	<p>parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.</p> <p>Goal 5: Improve street design and function to increase efficiency and safety for all transportation modes and the ability to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use, and freight access while continuing to provide automobile access.</p>
Public Realm Enhancements	<p>Renew the Central City’s westside through inclusive placemaking, beautification, and activation of public spaces to foster a welcoming, vibrant center for Portland. Implement placemaking strategies to support activations (new and existing), including via car-free zones. Implement public art initiatives to support art walks and events.</p>	
Infrastructure & Utilities: up to \$74,099,741 (10%)		
Street and Utilities Improvements to Support Vertical Development	<p>New streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new District development at Broadway Corridor and other large westside sites. Enhance access for a variety of modes of transportation and users. Pursue innovative infrastructure to meet sustainability and climate goals through innovation. Improve seismic resilience and system capacity upgrades. Project priority areas:</p> <ul style="list-style-type: none"> • Broadway Corridor • Waterfront Park / Pump station at Ankeny & riverfront stormwater storage 	<p>Goal 6: Encourage redevelopment of large sites that includes new compatible uses, green buildings and infrastructure, equity considerations, scenic resource preservation, new pedestrian connections, strong street presence, and new open space amenities.</p>

Affordable Housing: up to \$333,448,836 (45%)		
Affordable Housing ⁴	Preserve and stabilize existing regulated affordable housing buildings. Priority project areas include: <ul style="list-style-type: none"> • Old Town Support development of new affordable multi-dwelling residential uses, including family size units and accessible units, including via site acquisition and site preparation such as seismic and liquefaction considerations for development. Priority project areas: <ul style="list-style-type: none"> • Broadway Corridor • Downtown 	Goal 3: Create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capability in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults, and the unmet needs of extremely low and very low-income households.

Section 3.2 – Plan Finances

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

The maximum amount of the principal of indebtedness that may be issued or incurred under this Plan (the “**Maximum Indebtedness**”) is \$800,000,000. The Maximum Indebtedness does not include the costs of financing the indebtedness or any amount of indebtedness that may be incurred to refund or refinance existing indebtedness.

Section 3.3 – Plan Relationship to Local Objectives

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

⁴In accordance with 2015 Affordable Housing Set Aside Policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 percent to 100 percent or less of area median income depending on home size.

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

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

Section 3.5 – Real Property Acquisition and Disposal

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

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

Section 3.6 – Relocation Plan

It is not anticipated that any of the proposed projects identified in the Plan will require or result in the temporary or permanent relocation of any residents or businesses. To the extent that temporary or permanent relocation is necessary, Prosper Portland 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.

SECTION 4 – GOVERNANCE OF TIF DISTRICT

Section 4.1 – Ongoing Community Engagement

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

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

Section 4.2 – Future Plan Amendments

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

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

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

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

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

EXHIBITS TO PLAN

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

Exhibit A: Legal Description

EXHIBIT 'A'

OCTOBER 1, 2024

WESTSIDE TIF DISTRICT LEGAL DESCRIPTION

TRACT OF LAND AND ROAD RIGHT-OF-WAYS LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 33 AND THE NORTHWEST, NORTHEAST, SOUTHEAST, AND SOUTHWEST ONE-QUARTERS OF SECTION 34, TOWNSHIP 1 NORTH, RANGE 1 EAST, WILLAMETTE MERIDIAN AND IN THE NORTHWEST, NORTHEAST, SOUTHEAST, AND SOUTHWEST ONE-QUARTERS OF SECTION 3 AND THE NORTHEAST AND SOUTHEAST ONE-QUARTERS OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 7, PLAT OF HOYT STREET YARDS, MULTNOMAH COUNTY PLAT RECORDS, SAID POINT BEING THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF NW 9TH AVENUE AND THE NORTHERLY RIGHT-OF-WAY LINE OF NW LOVEJOY STREET;

THENCE EASTERLY 62 FEET (MORE OR LESS) TO THE NORTHWEST CORNER OF LOT 8, PLAT OF STATION PLACE, MULTNOMAH COUNTY PLAT RECORDS;

THENCE EASTERLY 269 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 8 TO THE NORTHEAST CORNER OF SAID LOT 8;

THENCE NORTHERLY AND EASTERLY 421 FEET (MORE OR LESS) ALONG THE WESTERLY AND NORTHERLY RIGHT-OF-WAY LINES AND EASTERLY EXTENSION OF SAID NORTHERLY RIGHT-OF-WAY LINE OF NW LOVEJOY COURT TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF NW STATION WAY;

THENCE SOUTHEASTERLY 160 FEET (MORE OR LESS) ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF NW STATION WAY TO THE NORTHWESTERLY LINE OF THE 70 FOOT WIDE EASEMENT FOR OVERHEAD APPROACHES AND PIER SUPPORTS FOR BROADWAY BRIDGE;

THENCE NORTHEASTERLY 1,114 FEET (MORE OR LESS) ALONG SAID NORTHWESTERLY EASEMENT LINE TO THE THREAD LINE OF THE WILLAMETTE RIVER;

THENCE SOUTHERLY 8,680 FEET (MORE OR LESS) ALONG SAID THREAD LINE TO A POINT OPPOSITE THE MOST NORTHERLY NORTHEAST CORNER OF LOT 7, PLAT OF SOUTH WATERFRONT EXTENSION, MULTNOMAH COUNTY PLAT RECORDS, WHEN MEASURED PERPENDICULAR TO SAID THREAD LINE;

THENCE SOUTHWESTERLY 691 FEET (MORE OR LESS) LEAVING SAID THREAD LINE TO SAID MOST NORTHERLY NORTHEAST CORNER OF LOT 7;

THENCE WESTERLY 327 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF SAID LOT 7 AND THE NORTHERLY RIGHT-OF-WAY LINE OF SW MONTGOMERY STREET TO THE SOUTHEAST CORNER OF RIVERPLACE CONDOMINIUM NO. 1, MULTNOMAH COUNTY PLAT RECORDS;

THENCE NORTHERLY 871 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID RIVERPLACE CONDOMINIUM NO. 1, ALSO BEING THE WESTERLY LINE OF THE ESPLANADE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF VACATED SW CLAY STREET;

THENCE NORTHWESTERLY 235 FEET (MORE OR LESS) ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE OF VACATED SW CLAY STREET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF VACATED WATER STREET;

THENCE NORTHEASTERLY 30 FEET (MORE OR LESS) ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF VACATED WATER STREET TO THE CENTERLINE OF SW CLAY STREET (PARTIALLY VACATED);

THENCE NORTHWESTERLY 210 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SW CLAY STREET (PARTIALLY VACATED) TO THE CENTERLINE OF SW NAITO PARKWAY;

THENCE SOUTHWESTERLY 270 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SW NAITO PARKWAY TO THE CENTERLINE OF SW MARKET STREET;

THENCE NORTHWESTERLY 50 FEET (MORE OR LESS) ALONG SAID CENTERLINE OF SW MARKET STREET TO THE SOUTHWESTERLY EXTENSION OF THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID SW NAITO PARKWAY;

THENCE SOUTHWESTERLY 40 FEET (MORE OR LESS) ALONG SAID SOUTHWESTERLY EXTENSION LINE OF SW NAITO PARKWAY TO THE SOUTHEASTERLY EXTENSION OF THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW MARKET STREET;

THENCE NORTHWESTERLY 970 FEET (MORE OR LESS) ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW MARKET ST AND ITS SOUTHEASTERLY EXTENSION TO THE MOST NORTHERLY NORTHWEST CORNER OF LOT 2, BLOCK A, PLAT OF SOUTH AUDITORIUM ADDITION, MULTNOMAH COUNTY PLAT RECORDS;

THENCE NORTHWESTERLY 113 FEET (MORE OR LESS) TO THE NORTHEAST CORNER OF BLOCK 151, SAID PLAT OF PORTLAND;

THENCE NORTHEASTERLY 320 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW 4TH AVENUE TO THE SOUTHEAST CORNER OF BLOCK 149, SAID PLAT OF PORTLAND;

THENCE SOUTHEASTERLY 1,080 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SW CLAY STREET TO THE SOUTHEAST CORNER OF BLOCK 115, SAID PLAT OF PORTLAND;

THENCE NORTHEASTERLY 200 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID SW NAITO PARKWAY TO THE NORTHEAST CORNER OF SAID BLOCK 115;

THENCE NORTHWESTERLY 800 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW COLUMBIA STREET TO THE NORTHEAST CORNER OF BLOCK 146, SAID PLAT OF PORTLAND;

THENCE NORTHEASTERLY 260 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW 3RD STREET TO THE NORTHEAST CORNER OF BLOCK 147, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 280 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW JEFFERSON STREET TO THE NORTHEAST CORNER OF BLOCK 148, SAID PLAT OF PORTLAND;

THENCE NORTHEASTERLY 520 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW 4TH STREET TO THE NORTHEAST CORNER OF BLOCK 57, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 200 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW MAIN STREET TO THE NORTHWEST CORNER OF SAID BLOCK 57;

THENCE SOUTHWESTERLY 260 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SW 5TH STREET TO THE NORTHWEST CORNER OF BLOCK 56, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 280 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW MADISON STREET TO THE NORTHWEST CORNER OF BLOCK 167, SAID PLAT OF PORTLAND;

THENCE SOUTHWESTERLY 260 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SW 6TH AVENUE TO THE NORTHWEST CORNER OF THE PLAT NEXT GENERATION PDX CONDOMINIUMS, MULTNOMAH COUNTY PLAT RECORDS;

THENCE NORTHWESTERLY 560 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID SW JEFFERSON STREET TO THE NORTHWEST CORNER OF THE PLAT LADD TOWER CONDOMINIUM, MULTNOMAH COUNTY PLAT RECORDS;

THENCE SOUTHWESTERLY 980 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SW PARK AVENUE AND THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF VACATED SW PARK AVENUE TO THE SOUTHWEST CORNER OF BLOCK 202, SAID PLAT OF PORTLAND;

THENCE SOUTHEASTERLY 200 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF VACATED SW MILL STREET TO THE SOUTHEAST CORNER OF SAID BLOCK 202;

THENCE SOUTHWESTERLY 60 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW MILL STREET TO THE NORTHEAST CORNER OF BLOCK 201, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 200 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW MILL STREET TO THE NORTHWEST CORNER OF SAID BLOCK 201;

THENCE SOUTHWESTERLY 460 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW PARK AVENUE TO THE SOUTHWEST CORNER OF BLOCK 200, SAID PLAT OF PORTLAND;

THENCE SOUTHEASTERLY 200 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF VACATED SW HARRISON STREET TO THE SOUTHEAST CORNER OF SAID BLOCK 200;

THENCE SOUTHWESTERLY 60 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW HARRISON STREET TO THE NORTHEAST CORNER OF BLOCK 199, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 200 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW HARRISON STREET TO THE NORTHWEST CORNER OF SAID BLOCK 199;

THENCE SOUTHWESTERLY 200 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW PARK AVENUE TO THE SOUTHWEST CORNER OF SAID BLOCK 199;

THENCE SOUTHEASTERLY 200 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF VACATED SW HALL STREET TO THE SOUTHEAST CORNER OF SAID BLOCK 199;

THENCE SOUTHWESTERLY 60 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW HALL STREET TO THE NORTHEAST CORNER OF BLOCK 198, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 200 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW HALL STREET TO THE NORTHWEST CORNER OF SAID BLOCK 198;

THENCE SOUTHWESTERLY 200 FEET (MORE OR LESS) ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID VACATED SW PARK AVENUE TO THE SOUTHWEST CORNER OF SAID BLOCK 198;

THENCE NORTHWESTERLY 200 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SW COLLEGE STREET TO THE SOUTHEAST CORNER OF BLOCK 231, SAID PLAT OF PORTLAND;

THENCE NORTHEASTERLY 2,020 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF VACATED SW PARK AVENUE AND THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW PARK AVENUE TO THE NORTHEAST CORNER OF BLOCK 224, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 280 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW JEFFERSON STREET TO THE NORTHEAST CORNER OF BLOCK 245, SAID PLAT OF PORTLAND;

THENCE NORTHEASTERLY 1,300 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW 10TH AVENUE TO THE NORTHEAST CORNER OF BLOCK 250, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 280 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW YAMHILL STREET TO THE NORTHEAST CORNER OF BLOCK 259, SAID PLAT OF PORTLAND;

THENCE NORTHEASTERLY 580 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW 11TH AVENUE TO THE SOUTHEAST CORNER OF BLOCK 256, SAID PLAT OF PORTLAND;

THENCE SOUTHEASTERLY 560 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SW ALDER STREET TO THE SOUTHEAST CORNER OF THE PLAT BLOCK 216 MASTER CONDOMINIUM, MULTNOMAH COUNTY PLAT RECORDS;

THENCE NORTHEASTERLY 460 FEET (MORE OR LESS) ALONG THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW 9TH AVENUE TO THE NORTHEAST CORNER OF BLOCK 215, SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 1,040 FEET (MORE OR LESS) ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW HARVEY MILK STREET TO THE NORTHWEST CORNER OF THE NORTH HALF OF BLOCK "I," SAID PLAT OF PORTLAND;

THENCE NORTHWESTERLY 80 FEET (MORE OR LESS) TO THE MOST EASTERLY NORTHEAST CORNER OF A PUBLIC WALKWAY EASEMENT DOCUMENT NO. 2011-120098, MULTNOMAH COUNTY OFFICIAL RECORDS;

THENCE NORTHWESTERLY 5 FEET (MORE OR LESS) ALONG THE NORTHEASTERLY LINE OF SAID PUBLIC WALKWAY EASEMENT TO THE MOST NORTHERLY NORTHEAST CORNER OF SAID PUBLIC WALKWAY EASEMENT;

THENCE NORTHERLY 66 FEET (MORE OR LESS) TO THE SOUTHEAST CORNER OF BLOCK 93, PLAT OF COUCH'S ADDITION, MULTNOMAH COUNTY PLAT RECORDS;

THENCE EASTERLY 520 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF W BURNSIDE STREET TO THE SOUTHEAST CORNER OF BLOCK 81, SAID PLAT OF COUCH'S ADDITION;

THENCE NORTHERLY 260 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NW 11TH AVENUE TO THE SOUTHEAST CORNER OF BLOCK 80, SAID PLAT OF COUCH'S ADDITION;

THENCE EASTERLY 520 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NW COUCH STREET TO THE SOUTHEAST CORNER OF BLOCK 64, SAID PLAT OF COUCH'S ADDITION;

THENCE NORTHERLY 2,340 FEET (MORE OR LESS) ALONG THE WESTERLY RIGHT-OF-WAY LINE OF NW 9TH AVENUE TO THE **POINT OF BEGINNING**.

EXCEPTING THEREFROM TOWER BUILDING, PLAZA BUILDING, AND PARKING GARAGE BLOCKS IN THEIR ENTIRETY OF THE PLAT ONE ELEVEN TOWER CONDOMINIUM, MULTNOMAH COUNTY PLAT RECORDS, BLOCKS 66 AND 82, SAID PLAT OF PORTLAND AND SW 5TH AVENUE BETWEEN THE SOUTHEASTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF SAID BLOCK 82 TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF SAID PARKING GARAGE BLOCK AND SW OAK STREET BETWEEN THE NORTHEASTERLY EXTENSION OF THE NORTHWESTERLY LINE OF SAID BLOCK 82 TO THE NORTHEASTERLY EXTENSION OF THE SOUTHEASTERLY LINE OF SAID BLOCK 82 AND SW PINE STREET BETWEEN THE NORTHEASTERLY EXTENSION OF THE NORTHWESTERLY LINE OF SAID BLOCK 66 TO THE NORTHEASTERLY EXTENSION OF THE SOUTHEASTERLY LINE OF SAID BLOCK 66;

ALSO EXCEPTING THEREFROM BLOCK 214, SAID PLAT OF PORTLAND;

ALSO EXCEPTING THEREFROM THE BLOCK IN ITS ENTIRETY OF THE PLAT SIX TWENTY ONE SW FIFTH AVENUE BUILDING CONDOMINIUM, MULTNOMAH COUNTY PLAT RECORDS;

ALSO EXCEPTING THEREFROM THE BLOCK IN ITS ENTIRETY OF THE PLAT PARK AVENUE WEST CONDOMINIUM, MULTNOMAH COUNTY PLAT RECORDS;

ALSO EXCEPTING THEREFROM BLOCKS 181, 209, AND 210, SAID PLAT OF PORTLAND AND SW BROADWAY BETWEEN THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF SAID BLOCK 181 TO THE NORTHWESTERLY EXTENSION OF THE NORTHEASTERLY LINE OF SAID BLOCK 181 AND SW TAYLOR STREET BETWEEN THE SOUTHWESTERLY EXTENSION OF THE NORTHWESTERLY LINE OF SAID BLOCK 210 TO THE SOUTHWESTERLY EXTENSION OF THE SOUTHEASTERLY LINE OF SAID BLOCK 210;

ALSO EXCEPTING THEREFROM BLOCK 171, SAID PLAT OF PORTLAND AND THE BLOCK IN ITS ENTIRETY OF THE PLAT HILTON MARK-TAYLOR CONDOMINIUM, MULTNOMAH COUNTY PLAT RECORDS;

ALSO EXCEPTING THEREFROM BLOCK 20, SAID PLAT OF PORTLAND;

ALSO EXCEPTING THEREFROM LOTS 5 AND 6, BLOCK 22, SAID PLAT OF PORTLAND;

ALSO EXCEPTING THEREFROM LOTS 1, 2, 7, AND 8, BLOCK 23, SAID PLAT OF PORTLAND;

ALSO EXCEPTING THEREFROM BLOCK 183, SAID PLAT OF PORTLAND.

THE TRACT OF LAND DESCRIBED ABOVE CONTAINS 493 ACRES, MORE OR LESS.

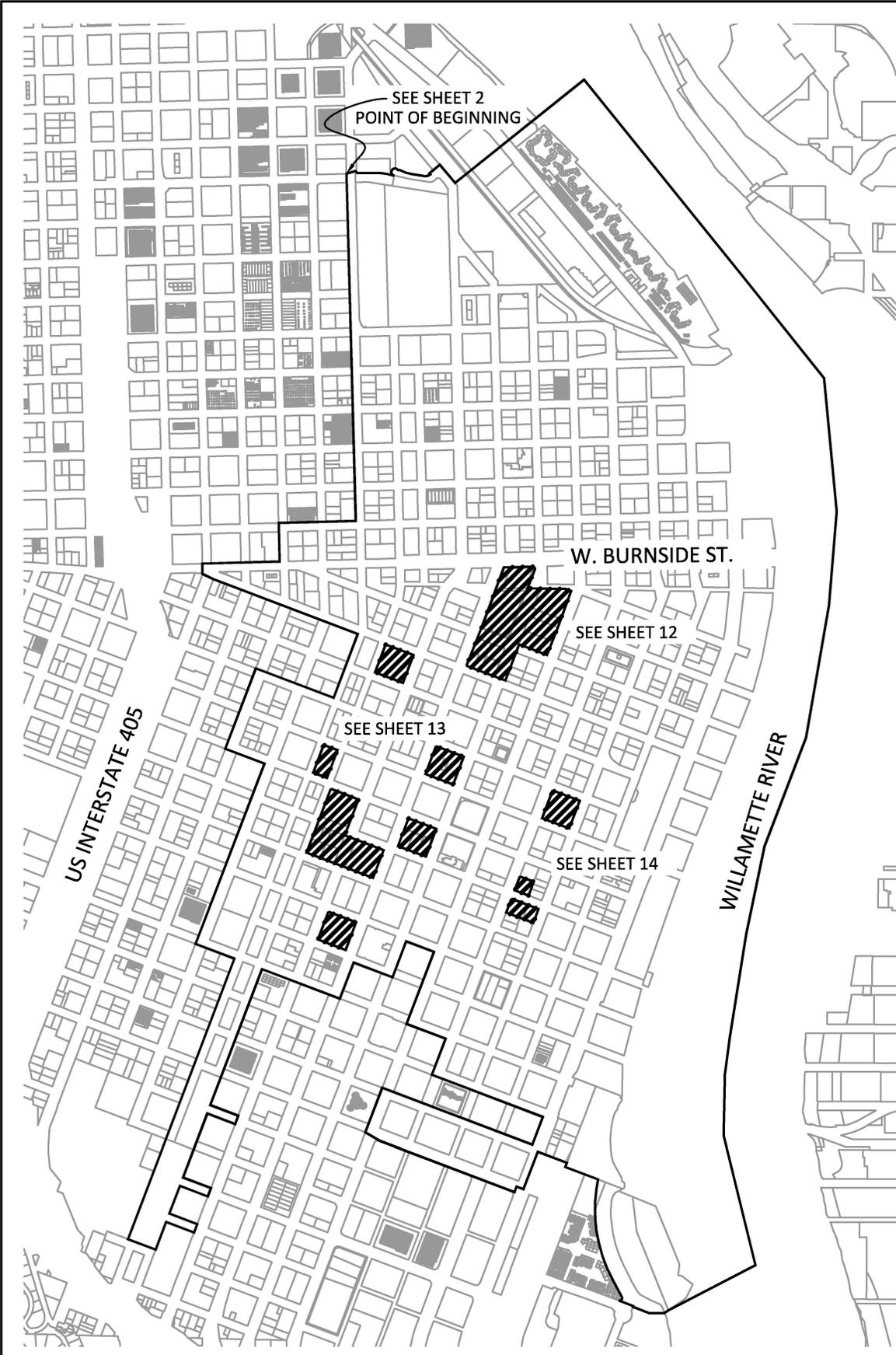
THE TRACT OF LAND DESCRIBED ABOVE IS SHOWN ON THE ATTACHED EXHIBIT 'B' MAP AND BY THIS REFERENCE MADE A PART THEREOF.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

DIGITALLY SIGNED 2024.09.30
15:08:23-07'00'

OREGON
JUNE 30, 1997
TROY T. TETSUKA
2841

RENEWS: 6/30/2026



LEGEND:

 = EXCLUDE



SCALE: 1" = 1,000'

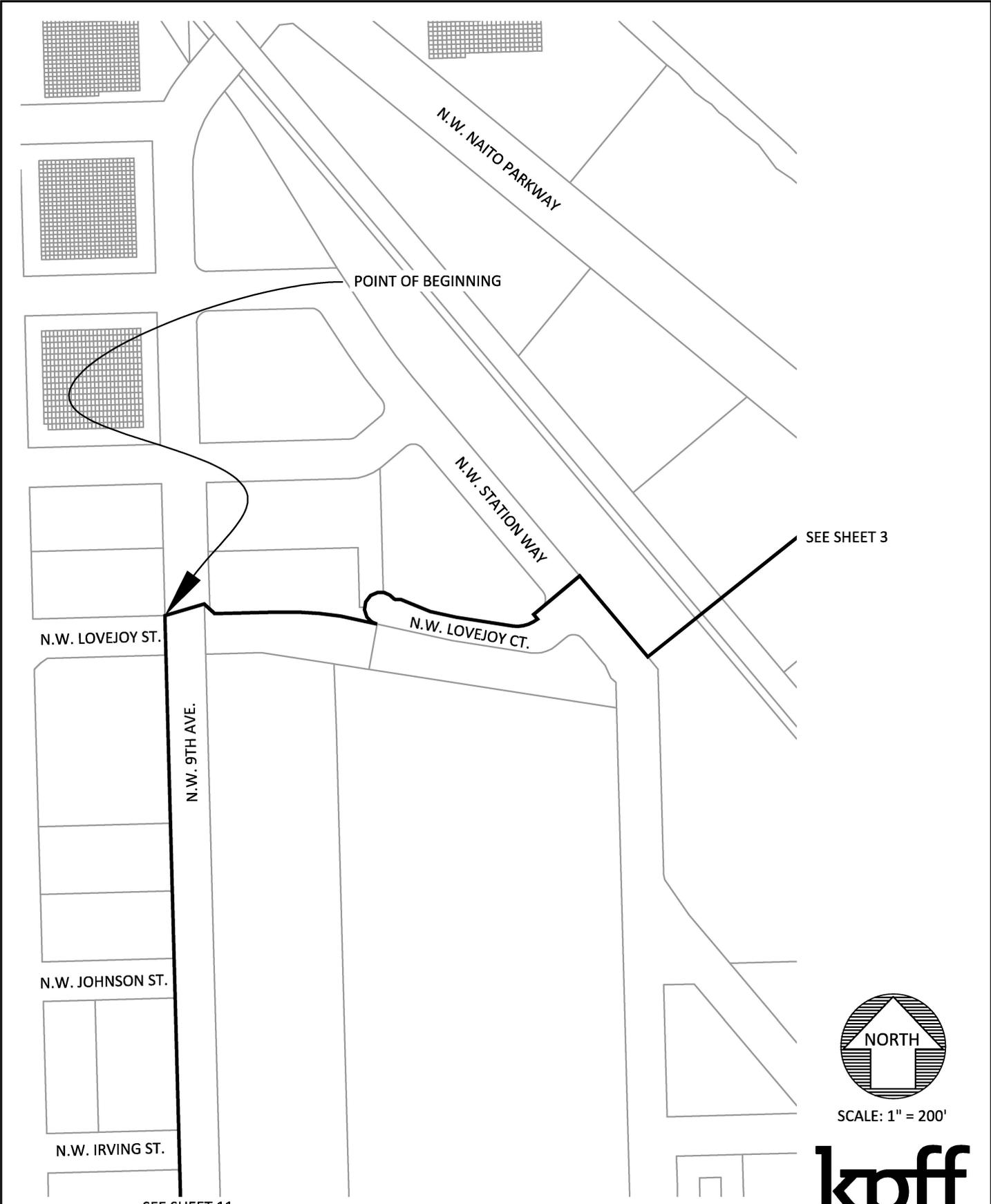


111 SW Fifth Ave., Suite 2400
 Portland, OR 97204
 O: 503.227.3251
 F: 503.274.4681
www.kpff.com

EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	1/14



POINT OF BEGINNING

SEE SHEET 3



SCALE: 1" = 200'



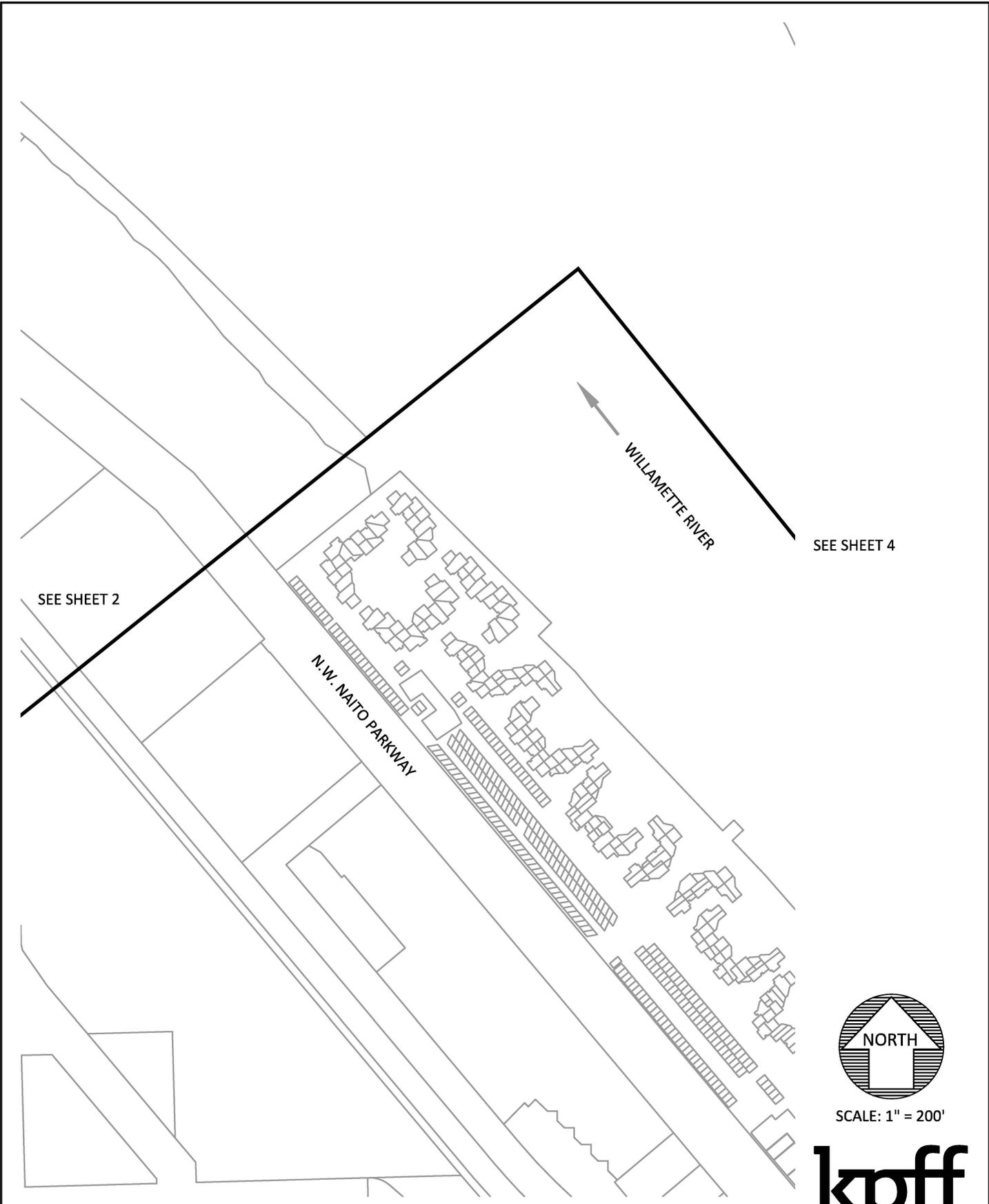
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SEE SHEET 11

EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	2/14



SCALE: 1" = 200'

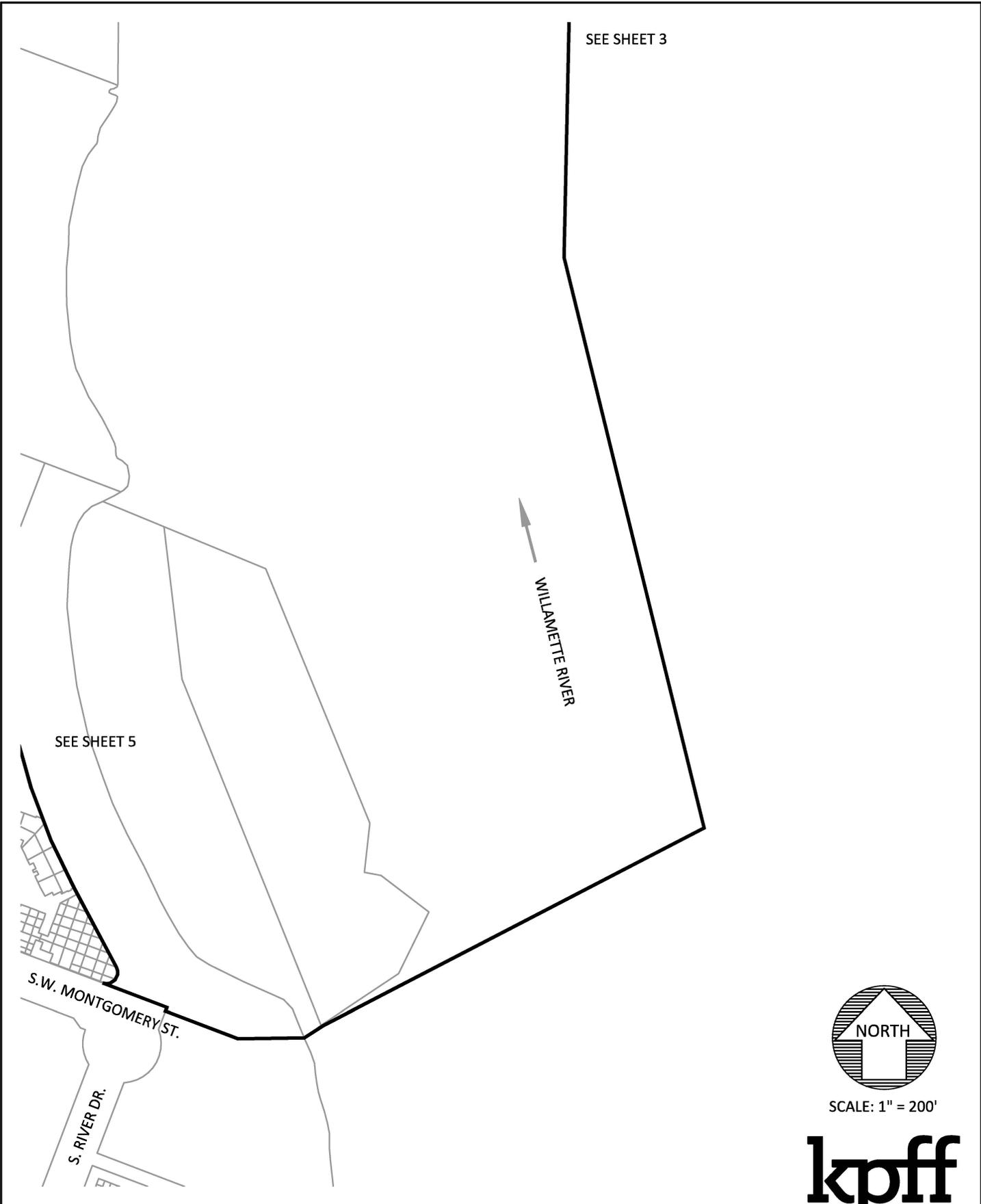


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EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	3/14



SCALE: 1" = 200'

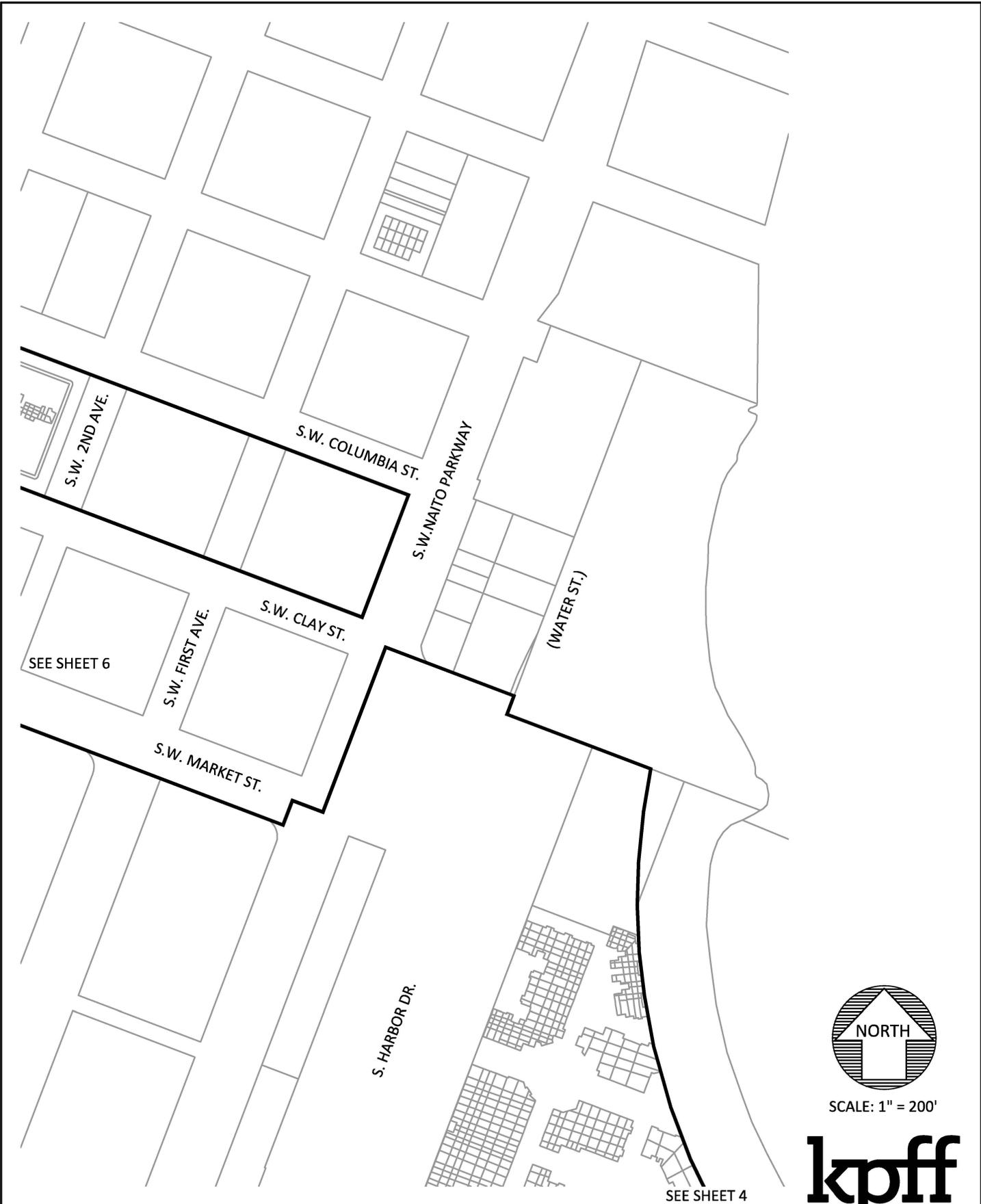


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EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	4/14



SCALE: 1" = 200'

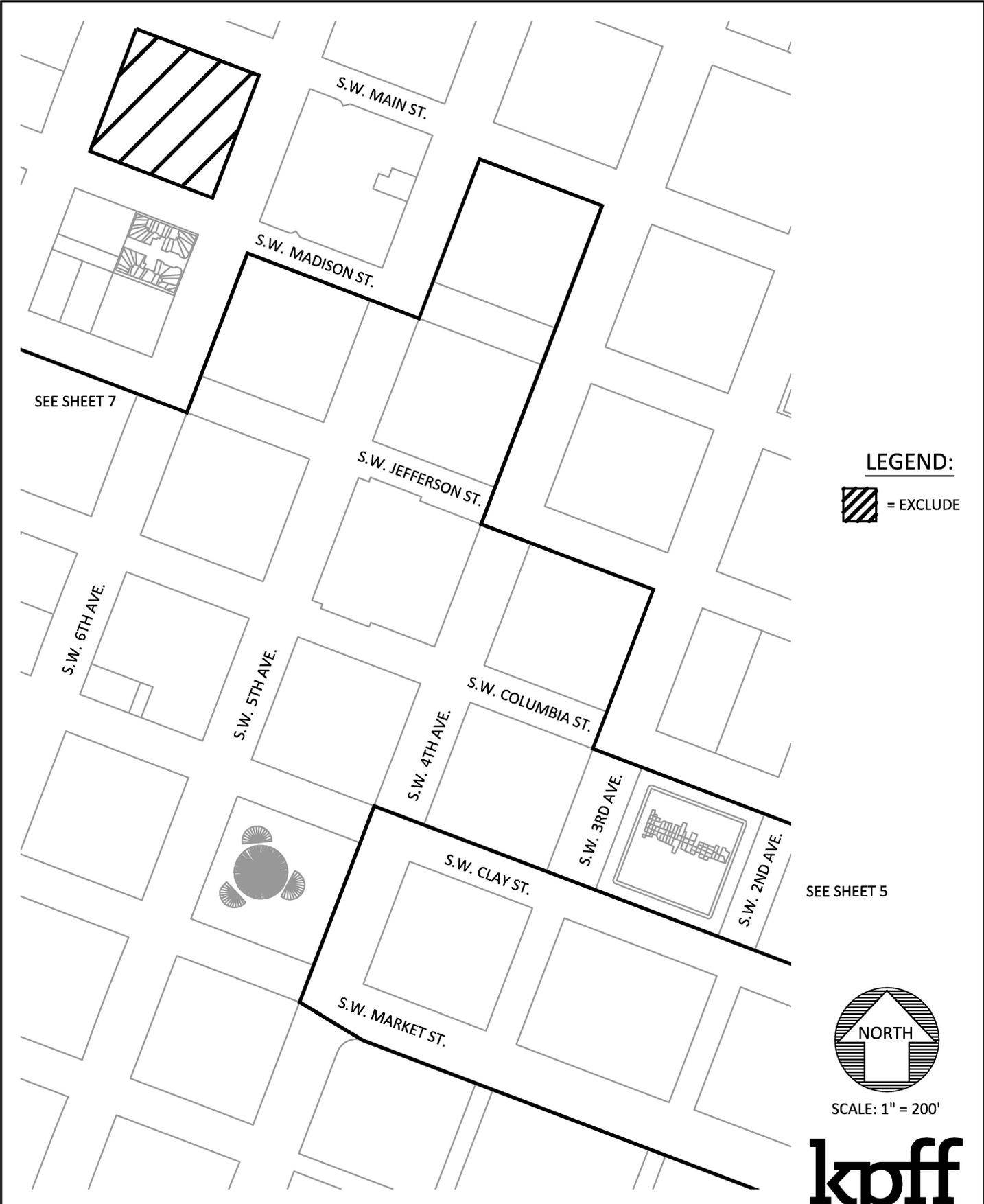


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EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	5/14



LEGEND:

 = EXCLUDE

SEE SHEET 5



SCALE: 1" = 200'

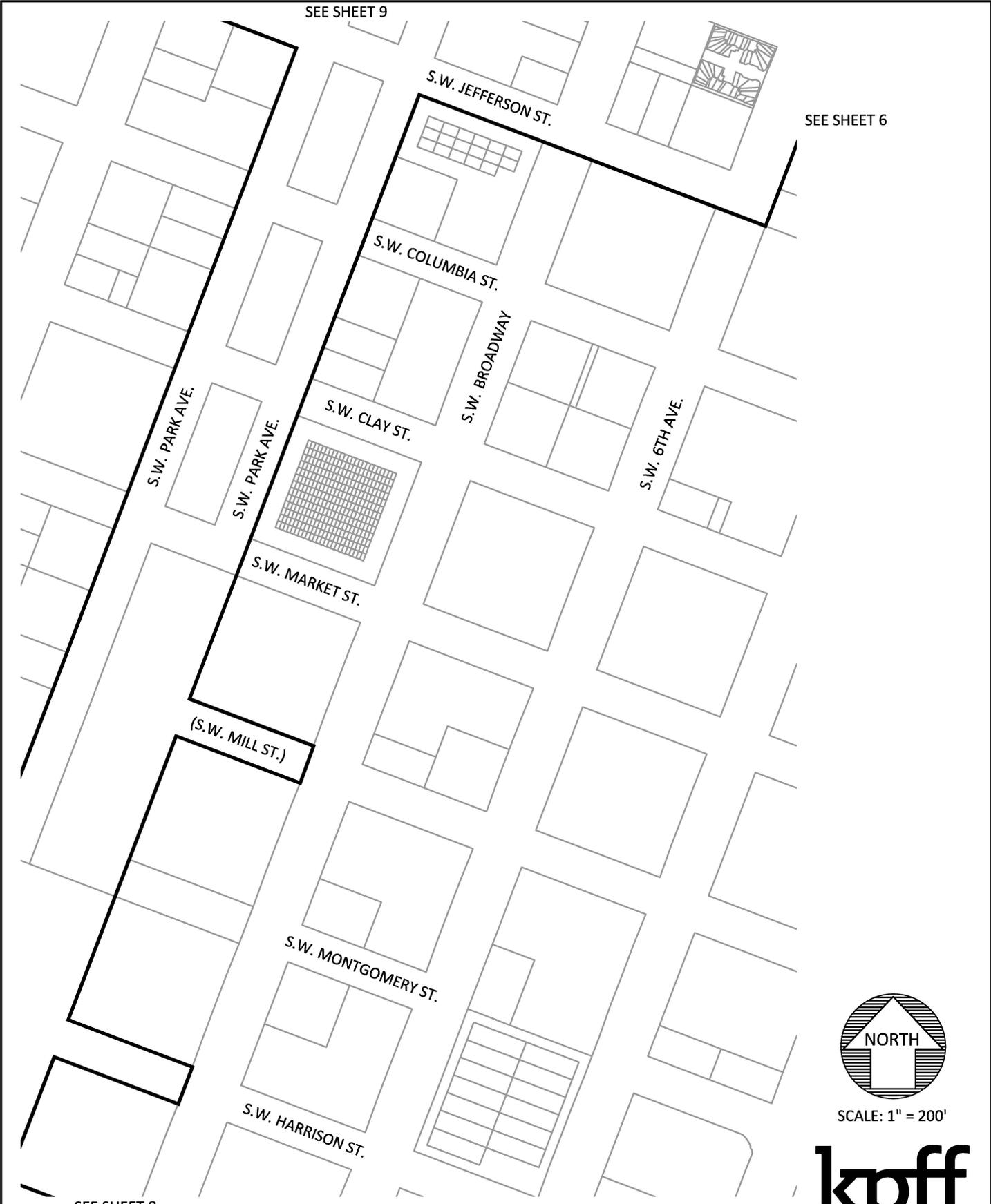


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EXHIBIT B MAP - WESTSIDE

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PROJECT NO.	2400244
SHEET:	6/14



SEE SHEET 9

SEE SHEET 6

SEE SHEET 8



SCALE: 1" = 200'

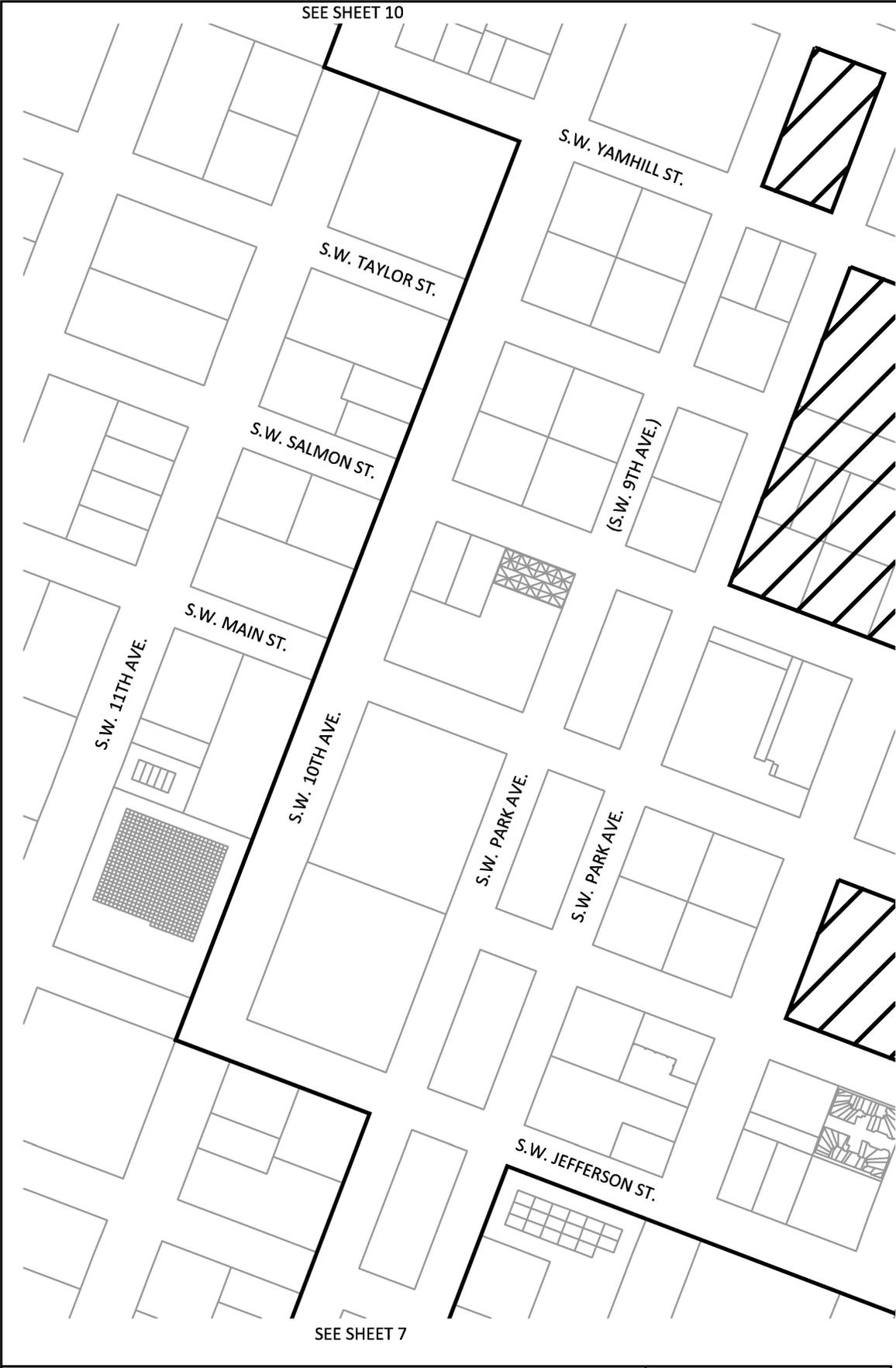


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SCALE: 1" = 200'



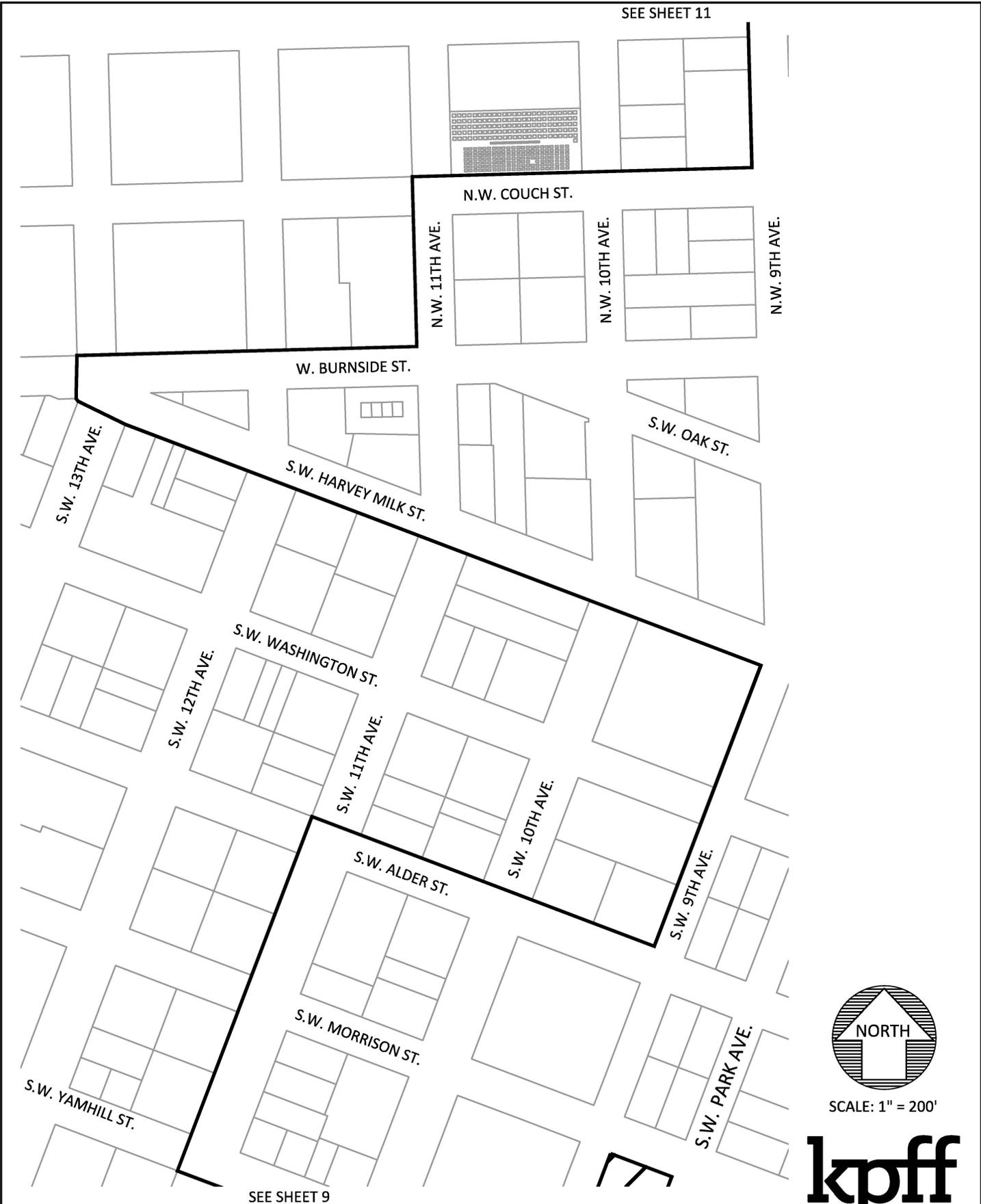
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EXHIBIT B MAP - WESTSIDE

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SEE SHEET 11



SCALE: 1" = 200'



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EXHIBIT B MAP - WESTSIDE

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SHEET:	10/14

SEE SHEET 2

N.W. JOHNSON ST.

N.W. IRVING ST.

N.W. HOYT ST.

N.W. GLISAN ST.

N.W. 10TH AVE.

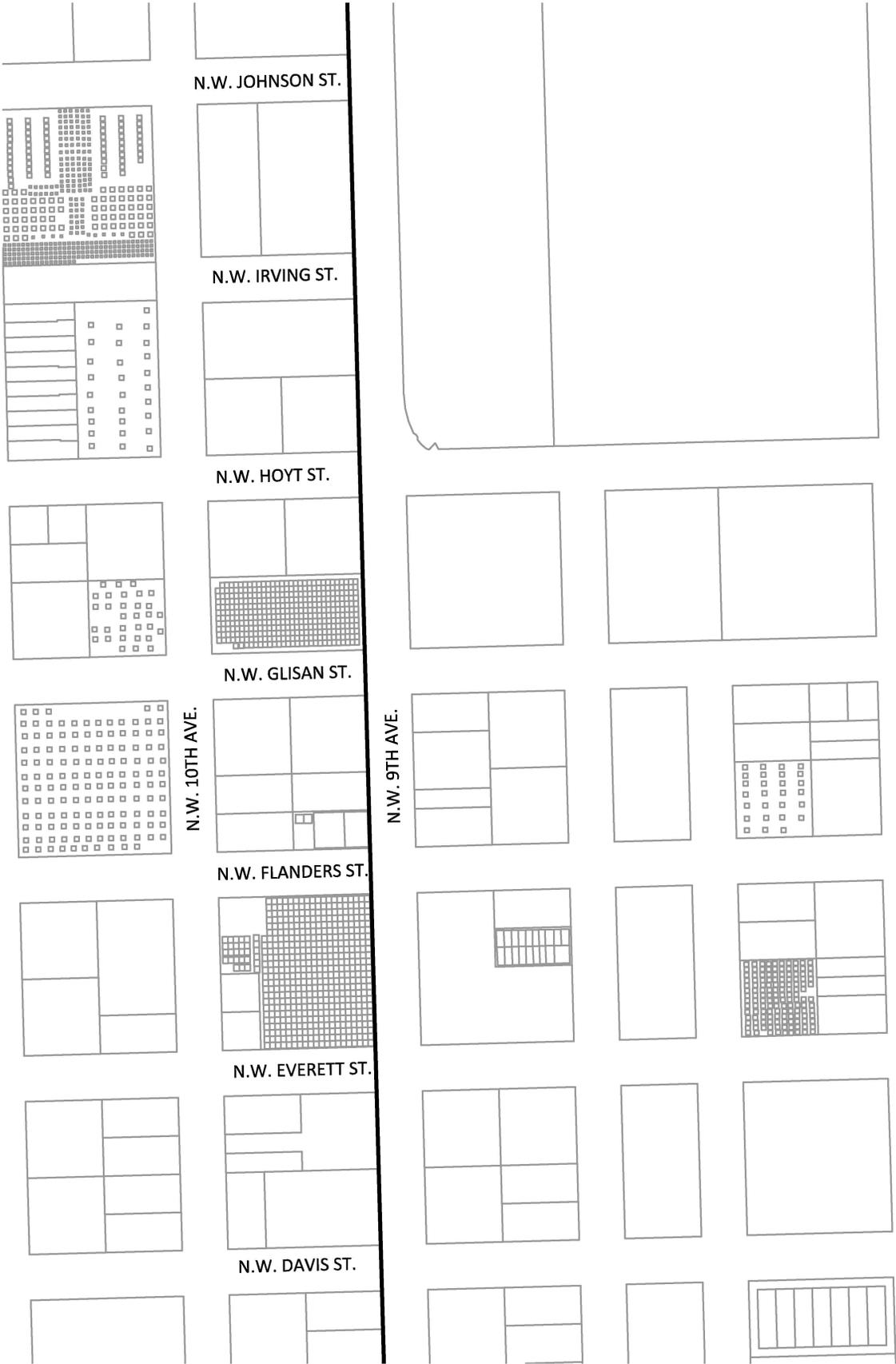
N.W. FLANDERS ST.

N.W. EVERETT ST.

N.W. DAVIS ST.

N.W. 9TH AVE.

SEE SHEET 10



SCALE: 1" = 200'



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EXHIBIT B MAP - WESTSIDE

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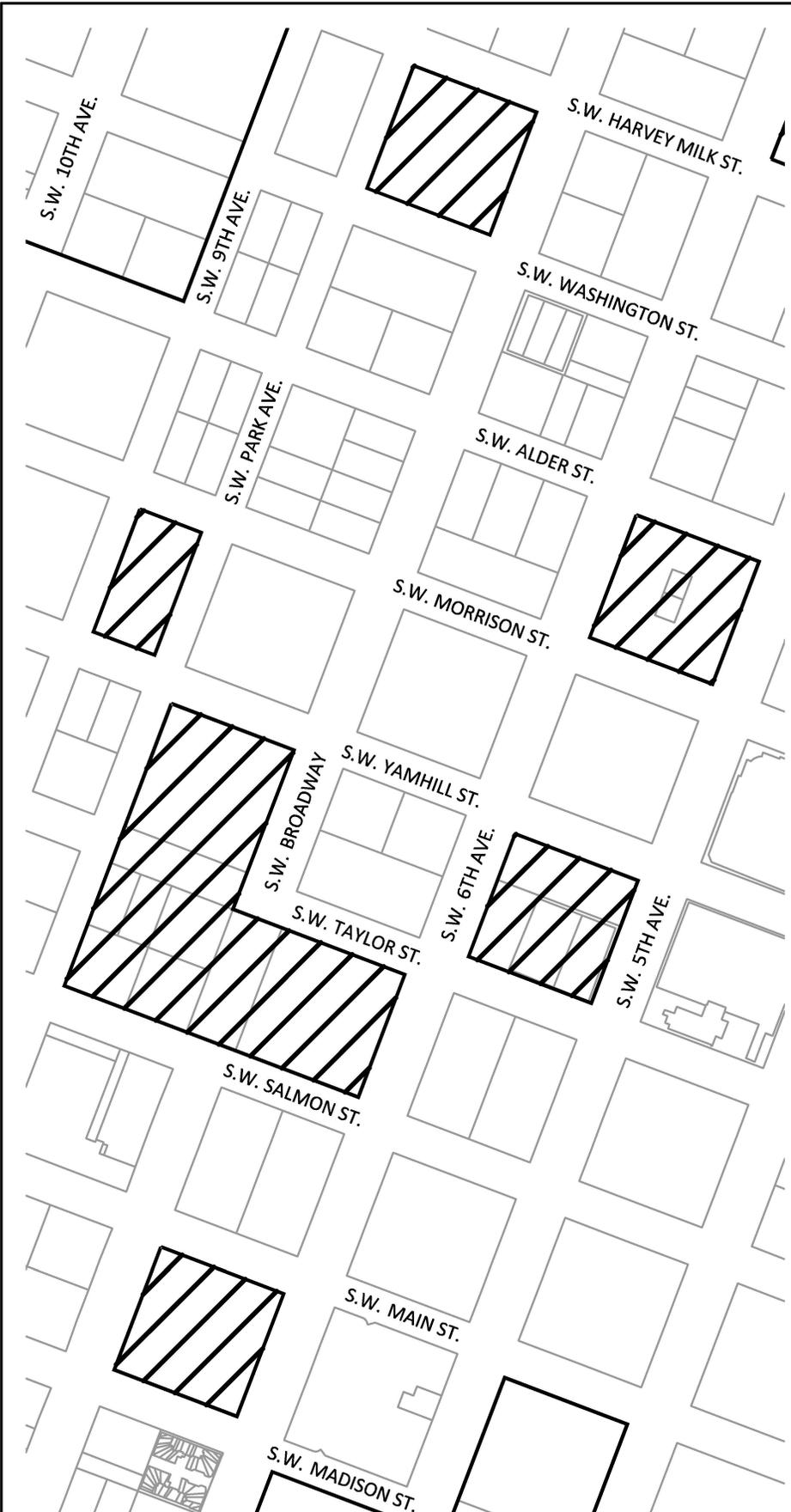


SCALE: 1" = 250'



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	PROJECT NO.	2400244
	SHEET:	12/14



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SCALE: 1" = 250'

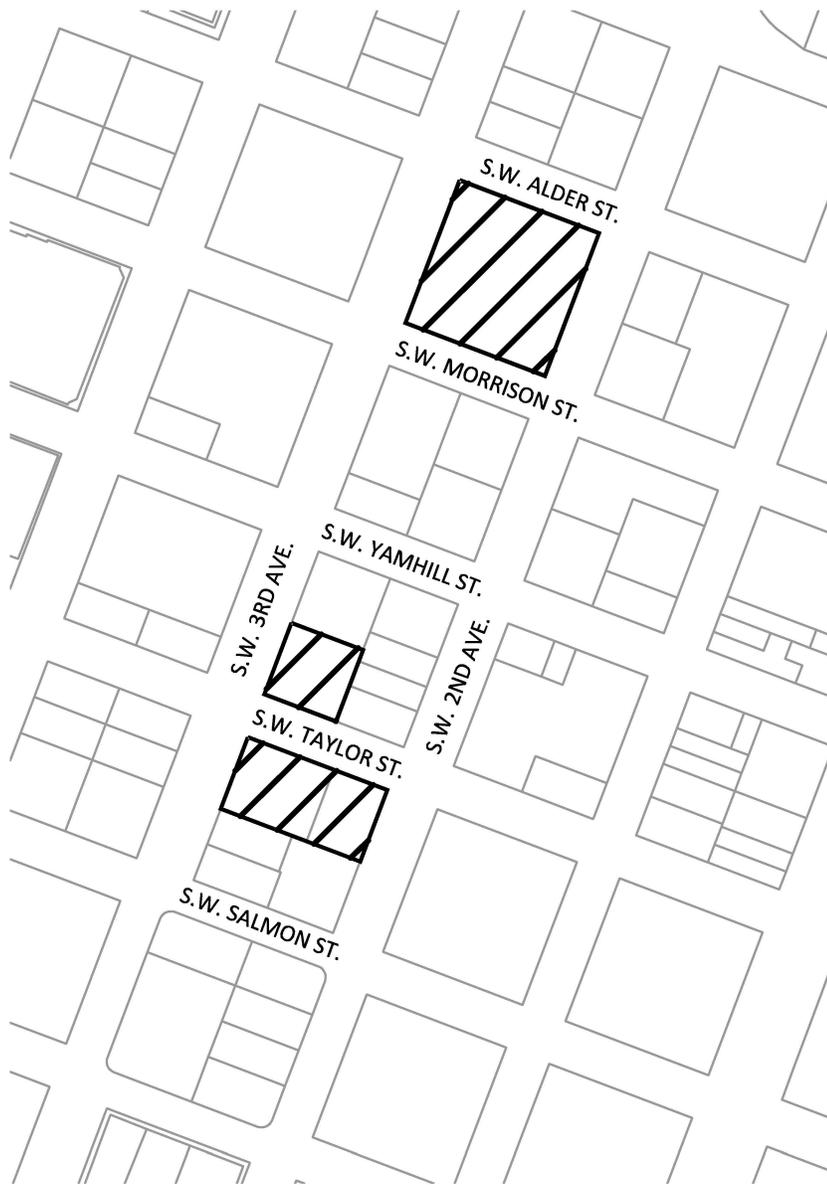


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EXHIBIT B MAP - WESTSIDE

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LEGEND:

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EXHIBIT B MAP - WESTSIDE

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Exhibit B: Engagement Summary

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

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

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

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

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

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

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

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

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

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

- *Subcommittee Feedback for Downtown:*
 - Opportunities for tourism
 - Developing Downtown identity and destination for activities beyond employment
 - Public space activation/beautification
 - Connectivity and wayfinding
 - Utilize arts and culture
 - Opportunities for market rate and middle-income housing
 - Potential opportunities to explore office-housing conversions
 - Prioritize connection to river and activation of waterfront
 - Facilitate connections between active retail/business areas in the Westside
 - Invest in catalytic projects to facilitate complete neighborhood

- *Subcommittee Feedback for Old Town/Broadway Corridor:*
 - Challenges related to necessary renovation and seismic improvements
 - Challenges related to concentration of social services and affordable housing – need for better mix of uses
 - No new affordable housing in Old Town, use affordable housing dollars for preservation/renovation of existing affordable housing
 - Opportunities for middle-income and market rate housing
 - Opportunities for more commercial and retail
 - Need for investment with Broadway Corridor master plan site/relocation of USPS
 - Continue to utilize Old Town Chinatown Community Association for engagement

Phase 3: Draft Recommendations & Revisions (March – July 2024)

Once subcommittee conversations were concluded, the Steering Committee reconvened to review draft district geographies and project lists based on synthesized information from subcommittee conversations.

- *Steering Committee Meeting #3:* Review and provide feedback on draft district boundaries and cash flow models, and discuss governance models
 - *Steering Committee Feedback for Westside District:*
 - Support for prioritizing investment related to access to the river and waterfront activation
 - Support for infrastructure tied to housing/economic development goals
 - Support for placemaking complementary to commercial activity
 - Support for investing in connectivity
 - Support for office to residential conversion

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

The in-person open house was held at the Pacific Northwest College of Arts on Tuesday, April 30, 2024 from 5 – 7 pm and featured a 30-minute presentation of the TIF exploration progress with 15 minutes for Q&A and several activity stations to facilitate conversation and feedback with participants. The open house was promoted via social media, newsletters, the Central City TIF webpage, emails to the interested parties list (individuals who signed up for Central City TIF Exploration updates), and direct

communications to various community stakeholders. Activity stations included opportunities to provide feedback on district scenarios, areas to be included or excluded for investment, ranking investment priorities by district, and open-ended comments and input. Approximately 30-35 individuals attended the open house.

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

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

- Go Lloyd
- Central Eastside Industrial Council
- Pearl District Neighborhood Association
- Old Town Community Association
- Venture Portland
- Central City Coalition
- *Community Engagement Feedback for Westside District:*
 - Support for single westside district
 - Important of investment in downtown retail core
 - Support for investment in opportunity sites - Broadway Corridor
 - Housing is a priority with balance of affordable and middle-income
 - Housing investment based existing mix and opportunity
 - Include South Park Blocks

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

- *Steering Committee Meeting #4:* Review draft recommendations for district geographies, TIF investment priorities, and district community engagement
- *Steering Committee Feedback on Westside District:*
 - Support for a single westside district
 - Request to extend district to encompass more of the South Park Blocks
 - Support for cutting out high value properties to achieve maximized district within the assessed value cap
 - Priority for retaining major retailers and small businesses
 - Priority for office to residential conversion
 - Priority for placemaking and connectivity
 - Priority for investments that facilitate 24/7 activity downtown

- Support for 5-Year Action Plan model for determining investment priorities throughout the life of the district

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

Phase 4: Finalize Recommendations (August 2024)

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

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

Westside
Tax Increment Finance District Report

October 1, 2024

Table of Contents

INTRODUCTION.....	3
SECTION 1 – PROPOSED TIF DISTRICT AREA REPORT	3
Section 1.1 –Area Selected for the TIF District	3
Section 1.2 – Investment Need	8
Section 1.3 – Existing Conditions.....	11
SECTION 2 – PROPOSED PROJECTS REPORT	11
Section 2.1 – Proposed Projects and Impacts.....	11
Section 2.2 – Cost and Completion Dates.....	19
SECTION 3 – FINANCIAL REPORT	20
Section 3.1 - Maximum Indebtedness and Debt Retirement.....	20
Section 3.2 – Financial Analysis.....	20
Section 3.3 – Fiscal Impact Statement.....	27
Section 3.4 – Assessed Value and Acreage Analysis.....	33
SECTION 4 – RELOCATION REPORT	35
Attachments to Report	35
Attachment A: Existing Conditions	36

INTRODUCTION

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

Section 1 addresses how and why the 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, and Attachment A provides a detailed breakdown of existing conditions for future reference and transparency.

SECTION 1 – PROPOSED TIF DISTRICT AREA REPORT

Section 1.1 –Area Selected for the TIF District

Defining the TIF District boundary provides the ability to fund projects necessary to improve existing conditions for the community and address identified investment needs within specific areas. This section identifies the areas recommended for the Westside TIF District and discusses the reasons for their inclusion. These areas were selected due to physical, social, and economic conditions as described in Section 1.3 and Attachment A² and their direct relationship to the investment needs detailed in Section 1.2.

The creation of a TIF District in Downtown and Old Town enables investment in the reinvention and reimagining of Downtown and Old Town, areas whose success is vital not only to Portland’s economic health and recovery but to the broader region’s as well. Making critical improvements to the Central City can help to achieve the goals of local and regional plans like Portland’s Central City 2035 Plan, particularly in the Westside area which aligns with the core of Portland’s Downtown, designated as a Regional Center. As Portland anticipates growth, the areas within the TIF District are envisioned as the region’s core office employment district, a retail and tourism center, as well as a hub for government and cultural services. The Central City as a whole is also expected to account for 30 percent of the City’s population growth in a relatively small area of land offering dense, mixed-use housing options near jobs, transit, and amenities.³ Without the necessary tools to support this re-imagining, the risk to our economic stability and growth is significant not only for the Westside area but for the city and region. By leveraging the TIF District, we can create a vibrant and thriving urban core that benefits everyone. Establishing a TIF District for the Westside area will ensure that the entire region receives the attention and resources required to stimulate growth, improve infrastructure, and support the local community.

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

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

³ City of Portland Bureau of Planning and Sustainability, ‘Central City 2035,’ April 2020.

The 2023 Economic and Market Conditions Analysis⁴ of Portland's Central City subdistricts included a compilation of data on demographics, employment, industry trends, housing, and commercial real estate before and after the COVID-19 pandemic. That report included an assessment of the unique conditions and recovery prospects of each subdistrict, placed each district into one of three typologies (Reimagine, Reinvigorate, Retain), and formulated targeted policy recommendations to address the specific needs and challenges of each area. Portland Housing Bureau's State of Housing Report⁵ also identifies trends and specific policies that are relevant for the Central City. In the most recent publication (2023), the report specifically notes the potential for TIF Districts as a tool for inclusive growth and stabilization which can support the overarching No Net Loss Policy for the Central City.

Figure A shows the Central City subdistricts examined in the TIF District exploration process. Figure B compares the Westside TIF District Boundary with the subdistricts.

Figure A. Central City Subdistricts

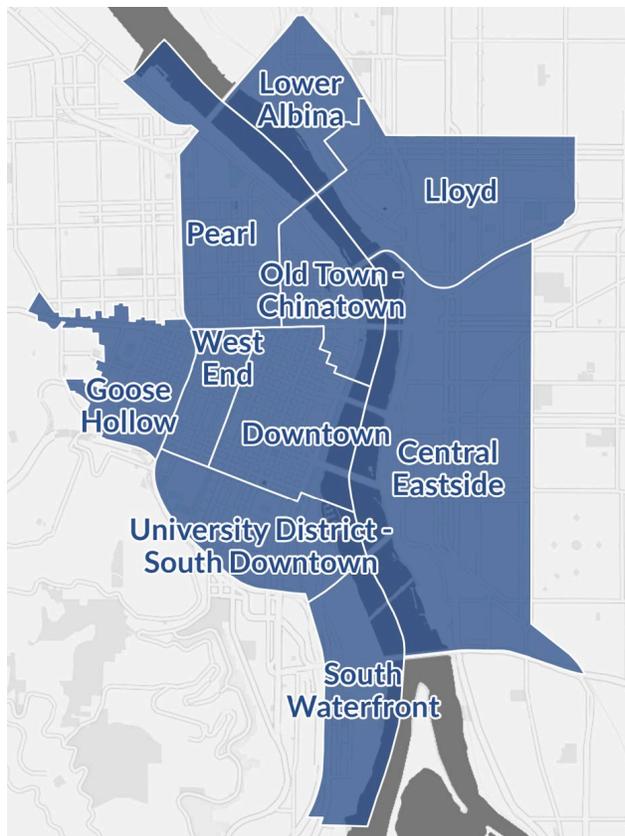
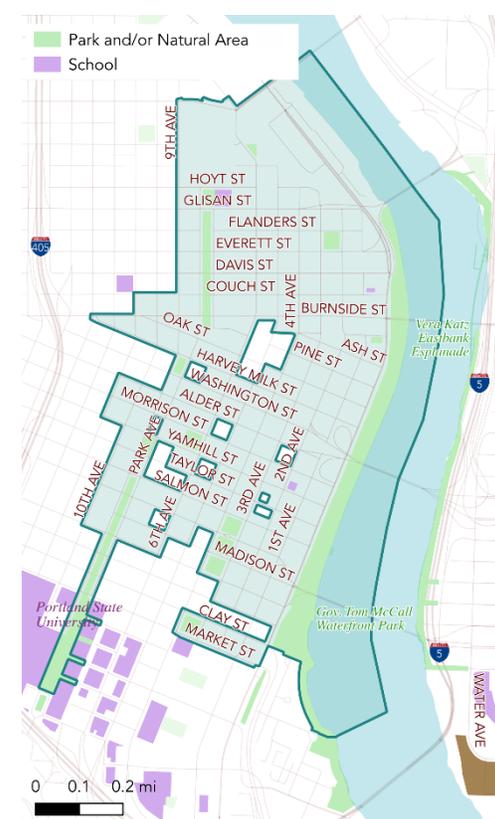


Figure B. Westside TIF District Boundary



The COVID-19 pandemic and associated economic downturn in tandem with the worsening housing crisis along the West Coast have created an uneven recovery for Portland's Central City. On the west side of the Willamette River, the Central City and Old Town subdistricts experienced a high loss in businesses, employment, and foot traffic even as other districts nearby show signs of recovery.

⁴ Prosper Portland, 'Central City Subdistricts Economic & Market Conditions,' November 2022.

⁵ Portland Housing Bureau, 'State of Housing in Portland,' 2023, <https://www.portland.gov/phb/state-of-housing-report>.

Subdistricts that had stronger markets pre-pandemic are likely to recover faster and outperform Subdistricts that had weaker markets pre-pandemic.

The Westside TIF District focuses on the Downtown and Old Town subdistricts due to:

- **The subdistricts' status as employment hubs with high concentrations of vacant office spaces as businesses either downsized or opted not to renew leases.** The shift to remote and hybrid work environments during the COVID-19 pandemic led to a dramatic decrease in the number of employees physically present in Downtown and Old Town, with office vacancy at over 20 percent in both areas compared with 18 percent overall citywide. Factors including public safety, cleanliness, and tax differentials within the Portland region drive relocations. In the post-pandemic environment, national office badge space swipe data is down 60 percent since pre-pandemic indicating decreased usage by workers.⁶ [ORS 457.010 (a)(b)]
- **A high concentration of vacant retail spaces, due to a sharp decline in foot traffic.** This reduction in foot traffic significantly impacted local businesses, particularly those dependent on office workers, such as restaurants, cafes, and retail stores. Remaining businesses struggle to maintain their customer base. [ORS 457.010 (a)(b)]
- **A structural imbalance of housing and jobs.** The compounding effect of reduced foot traffic and high vacancy rates has made economic recovery more difficult for Old Town and Downtown compared to districts with a more balanced mix of residential and commercial uses, which provide a steadier customer base and greater economic resilience. While office buildings sit empty, rising rents, chronic underproduction of housing, and inflation have created a houselessness crisis throughout the Central City. The Old Town subdistrict has several pockets of affordable housing and social services but these are not balanced out with other uses, including market rate housing. [ORS 457.010 (h)]
- **Historic buildings in specific areas with declining occupancy.** Given the concentration of second floor office spaces and ground floor retail in historic buildings, Old Town and the Skidmore District have experienced vacancy rates in some cases in excess of the areas with newer office buildings. Reimagining these districts to include more housing and more creative reuse of vacant commercial space could help to support District goals of more activity.
- **Perceptions of reduced public safety in the Central City.** Public safety and cleanliness have become pressing issues in both subdistricts, impacting their ability to attract workers and visitors, and attract investment capital. Stakeholder feedback as part of every planning effort post-COVID consistently highlights concerns about safety and cleanliness as barriers to economic recovery. The perception of decreased public safety has deterred businesses from maintaining or establishing their presence in both Downtown and Old Town. [ORS 457.010 (x)]

⁶ Kastle Systems, 'Getting America Back to Work,' June 24, 2024, <https://www.kastle.com/safety-wellness/getting-america-back-to-work/>

Downtown Subdistrict

The plan incorporates the following areas within the Downtown subdistrict in the TIF District to address major challenges and take advantage of specific opportunities:

Downtown office district. For decades, this area has served as the commercial heart and largest concentration of employment of the Portland Region. Post-pandemic trends have led to a dramatic increase in office vacancy rates and commercial activity reflective of both the shift towards remote and hybrid work, which reduced the need for office space, and the lack of residential uses in the area offset this reduction. As a result, businesses dependent on foot traffic from office workers, such as retail stores and restaurants, have also suffered. [ORS 457.010 (a)(e)(g)]

Concentrated commercial areas including the Morrison/Yamhill retail spine. The reduction in foot traffic is another critical issue affecting Downtown Portland. The shift to hybrid work environments means fewer people are physically present in their workplaces, leading to a 25 percent decrease in employee presence compared to pre-pandemic levels, and impacting the demand for office and retail spaces. The Central City's diverse business community has endured through this period, but need targeted investments to support business recovery, enhance public safety, promote mixed-use development, and support increasing customers and demand. Supporting the Central City's diverse business base can help to recapture customers from throughout the Portland region who seek unique products and services offered in the Central City. [ORS 457.010 (a)(g)]

The South Park Blocks. The TIF District extends along the South Park Blocks because this area is an important location for housing. Providing amenities within the park blocks is important to ensuring that this area is an attractive location for future housing and better connecting residents, workers, and visitors to sub-districts across the Central City. [ORS 457.010 (e)]

Concentration of hotels. The Portland Central Business District has a high concentration of hotels, making it a key area for visitor accommodations. However, hotel occupancy has plummeted by 30 percentage points, significantly impacting the local economy. Many of these underutilized hotels are located in the Downtown subdistrict.

Iconic Portland attractions could use reinvestment including the Keller Auditorium, Keller Fountain, and the Cultural Corridor on Southwest Broadway. The economic downturn has significantly impacted Downtown Portland's regional attractions, leading to a sharp decline in visitor numbers and local revenue. Downtown Portland attractions have experienced reduced foot traffic due to fewer office workers and concerns about safety and cleanliness. This decrease not only affects the attractions themselves but also the broader local economy, including hotels and other businesses reliant on tourist activity. Several of these important cultural facilities are in need of renovation or redevelopment, [ORS 457.010 (e)(g)]

Waterfront Park, stretching south of Burnside to the path along Riverplace. This park serves as a crucial public space and attraction that draws both locals and tourists, playing a key role in boosting the local economy. However, without adequate investment, the park's amenities and infrastructure have deteriorated, diminishing its appeal and usability. [ORS 457.010 (e)]

Key areas of the West End near Harvey Milk and SW Oak Streets. This area is a key destination for visitors, with many signature Portland businesses in proximity to the Pearl District and recent development interest. [ORS 457.010 (x)]

Old Town Subdistrict

The plan includes the following areas within the Old Town subdistrict in the TIF District to address major challenges and take advantage of catalytic opportunities:

The Old Town-Chinatown retail corridor. The Old Town Chinatown subdistrict has a diverse mix of businesses concentrated along key streets including NW 4th Avenue, NW 5th Avenue, NW 6th Avenue, and NW Couch Street. This area was once the West Coast’s second largest Chinatown, and many of businesses have been in Old Town for generations. This speaks to the racial and demographic diversity of the area both historically and in the present day. With increasing property values and gentrification, many Chinese Americans and Chinese immigrants have been moving out of this part of the city.

These streets feature restaurants, cultural venues, retail shops, and service providers that are essential to the neighborhood's unique character. Old Town businesses experienced an abrupt decrease in daytime foot traffic as office workers shifted to remote environments and during night hours as clubs and music venues closed due to health and safety precautions. At the same time, the corridor faces severe challenges including a significant population living under the poverty limit. Preserving and enhancing the business environment for Old Town’s diverse business base will help BIPOC communities and business owners generate wealth.

Tourism is an important driver of business success in Old Town. Old Town has two boutique hotels, the Society Hotel and the Hoxton, that attract similar visitors. The general profile of these visitors are younger adults (20 to 40-year-olds) without children. Compared to other Portland tourists who seek out mainstream tourist destinations, these visitors are typically looking for an “authentic” Portland experience. [ORS 457.010 (g)]

North Park Blocks and Broadway Corridor. The Old Town/Chinatown Subdistrict has historically struggled to attract private-sector investment, and many larger employers in the Subdistrict have left during the pandemic. The Broadway Corridor is included in the TIF District due to its potential for large-scale redevelopment and its strategic location connecting key areas of Portland. Targeted investments could catalyze significant economic growth, create job opportunities, and enhance connectivity, transforming the corridor into a vibrant and economically robust area. The TIF Exploration Committee underscored the need to support investment in large opportunity sites (Lloyd Mall, OMSI, Broadway Corridor). [ORS 457.010 (x)]

Creative spaces and commercial opportunities. Since roughly 2005, Old Town has attracted a variety of artists and apparel design entrepreneurs. Unique sneaker and streetwear proprietors have formed a tight-knit creative culture which could help to reimagine the commercial landscape within this area of the Central City.⁷

⁷ Old Town Association, ‘Old Town: A Historic Hub of Diversity and Inclusivity in Portland,’ <https://www.pdxoldtown.org/about>.

Waterfront Park north of Burnside. The northern section of Waterfront Park is mainly a passive recreation space and does not feature programming or events. This area could be reimagined as part of a broader design process for Waterfront Park. The land under the western ramp of the Steel Bridge is slated for a new skate park. While this project has been in the planning phases since the 2008 Skatepark System Plan, design and land acquisition for the new skate park has begun as of 2024. [ORS 457.010 (e)]

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 links the investment needs findings to the existing conditions detailed in Attachment A and identifies one or more of the conditions listed in ORS 457.010(1)(a) through (i). The Westside TIF District qualifies as an urban renewal area. It is within the assessed value and size limitations imposed by ORS 457.420. Further, the recommended area qualifies as a blighted area as defined by ORS 457.010 in that:

Table A. Conditions Summary

ORS 457.010 CONDITIONS	HOW THE WESTSIDE 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 unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions:</p> <p>A. Defective design and quality of physical construction</p> <p>B. Faulty interior arrangement and exterior spacing;</p> <p>C. Overcrowding and a high density of population;</p> <p>D. Inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities; or</p> <p>E. Obsolescence, deterioration, dilapidation, mixed character or shifting of uses;</p>	<ul style="list-style-type: none"> • (A) Concentration of unreinforced masonry buildings. Old Town has a high concentration of unreinforced masonry buildings, which are particularly susceptible to catastrophic failure during a significant earthquake. These structures, lacking the necessary reinforcement to withstand seismic activity, pose a substantial risk to public safety and the built environment. • Inadequate recreation facilities within housing units (D). Older housing developments in the TIF District lack the amenities that would be attractive to families and older adults in a post-COVID environment. Many housing units currently lack spaces for physical activity and social interaction including safe play areas and exercise areas. The Central City 2035 Plan highlights the need for open space and recreation connections. • Concentration of Class B office buildings, which have seen sharp rise in vacancy (E). Class A buildings, which offer superior amenities, have seen rising vacancy rates even as tenants seek better quality environments. Many Class B buildings, which often suffer from outdated facilities and less desirable locations, are also struggling with higher vacancy rates. Class B office spaces could be converted to housing, but the spaces would need extensive tenant improvements. Office buildings are difficult to convert to housing due to their deep floor plates, making it challenging to ensure adequate natural

	<p>light and ventilation for residential units. The plumbing and electrical systems in office buildings are not designed to support the kitchens and bathrooms required for housing. The cost of seismic retrofitting of older buildings can also present challenges for residential conversion.</p> <ul style="list-style-type: none"> • Concentration of Older Buildings with Antiquated Systems and Deferred Maintenance (A). Many of the buildings in the area are older than 50 years. According to the report, 33 percent of buildings were constructed before 1960, 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 commercial structures were developed during the 1960s–1980s. These buildings may have deferred maintenance, making them more difficult and expensive to renovate.
<p>(b) An economic dislocation, deterioration or disuse of property resulting from faulty planning;</p>	<ul style="list-style-type: none"> • Declining office market. The office market in the Westside TIF District is facing sizable challenges as changing patterns of employment and preferences for work-from-home and hybrid schedules lead to increased vacancies and lower rents. • Lack of investments in storefront improvements. Small businesses struggle with outdated facilities, leading to declining operational efficiency and customer appeal, which can result in increased vacancies and urban blight. • Incohesive District branding. The absence of District branding in certain areas of the TIF District fails to create a unique identity, diminishing the area's attractiveness to visitors and investors, and contributing to economic stagnation and community decline.
<p>(c) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimensions for property usefulness and development;</p>	<ul style="list-style-type: none"> • Fragmented ownership. The development of the area is hindered by the need for land assembly, as fragmented parcels must be consolidated to enable large-scale, cohesive projects. Twenty-nine percent of vacant or underutilized parcels are 5,000 square feet or less.
<p>(e) The existence of inadequate streets and other rights of way, open spaces and utilities;</p>	<ul style="list-style-type: none"> • Inadequate park facilities. Parks within the TIF District lack the amenities to meet the needs of the growing residential population and support the area as a regional destination. As the area continues to attract more residents and visitors, the demand for green spaces and recreational facilities will increase. The area has a need to create pedestrian activity through activations and events.

	<ul style="list-style-type: none"> • Needed Broadway Corridor street infrastructure. The 34-acre Broadway site lacks adequate streets to complete the street grid, including Park Avenue, NW Johnson, and NW Kearney Streets. • Lack of multimodal transportation infrastructure. The Green Loop project will increase multimodal connectivity and support business throughout the Central City, will pass through the Broadway Corridor within the TIF District.
<p>(f) The existence of property or lots or other areas that are subject to inundation by water;</p>	<ul style="list-style-type: none"> • Flooding risk. Several areas within the TIF District are within the floodplain, including areas along the riverfront and throughout the northeastern corner of the District. These areas are within Zone X, which represents areas with a 0.2 percent annual chance of flood
<p>(g) A prevalence of depreciated values, impaired investments and social and economic maladjustments to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered;</p>	<ul style="list-style-type: none"> • Pedestrian activity. Foot traffic is vital as it stimulates local economies, enhances public safety, and fosters a sense of community. Active pedestrian areas attract businesses, reduce crime through increased foot traffic, and create vibrant, engaging public spaces where people can interact and connect. Without pedestrian activity, areas can become desolate and uninviting, leading to economic stagnation and social isolation.
<p>(h) A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare; or</p>	<ul style="list-style-type: none"> • Underutilized properties. The area has numerous vacant and underutilized properties with deferred maintenance. About 35 percent of the acreage in the TIF District has an Improvement to Land ratio of less than 1, indicating potential for redevelopment. 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. • Lack of access to the Willamette River. An important asset to the District, there is little public access to the river beyond small beaches and the river is largely inaccessible. Activation of the waterfront can increase access to this asset for a wider range of Portland residents and attract visitors. • High levels of housing cost burden. Half of the TIF District's residents experience housing cost burden, meaning they spend over 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. • Concentration of heat islands. Some areas of the TIF District covered by asphalt roads or parking lots and with

	<p>areas of low tree canopy. 30.2 percent of housing units are in the 75th percentile or higher group (compared to 43.6 percent of Portland), and 9.7 percent are in the 90th percentile (compared to 13.4 percent across the city). Higher urban temperatures can lead to poor health outcomes, especially for vulnerable populations.</p> <ul style="list-style-type: none"> • Homeownership need. Only 20 percent of residents are homeowners compared to 53 percent citywide. Creating opportunities for homeownership can help to stabilize households that currently rent. • Stabilization of businesses. There is a significant need for affordable commercial space to support local businesses. Although office and retail rents in the TIF District are lower than Portland’s average, many businesses are vulnerable to displacement as the area grows, creating a need for commercial community ownership opportunities and affordable commercial rental spaces.
<p>(i) A loss of population and reduction of proper utilization of the area, resulting in its further deterioration and added costs to the taxpayer for the creation of new public facilities and services elsewhere</p>	<ul style="list-style-type: none"> • Loss of employment. The area experienced a significant decrease in total employment, dropping by 12,658 jobs from 2019 to 2022. Employment in the Food, Accommodation, and Entertainment industry suffered the greatest losses, accounting for more than 60 percent of jobs lost in the Central City between 2019 and 2021.

Section 1.3 – Existing Conditions

Attachment A summarizes existing conditions in the Westside TIF District to inform investments and strategies. It draws on data collected from sources like the American Community Survey (ACS), market platforms, federal bureaus, and local data sources. This analysis is also informed by the Central City Subdistricts Economic and Market Conditions report published by Prosper Portland in 2022 which provides more detailed information about the Downtown and Old Town/Chinatown areas that fall within the boundaries of the Westside TIF District.

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 four project categories, organized within two work portfolios:

- A. Inclusive Growth (to be implemented by Prosper Portland)
 - 1. Economic & Urban Development
 - 2. Open Space and Public Realm
 - 3. Infrastructure and Utilities

- B. Affordable Housing (to be implemented by Portland Housing Bureau)
 - 1. Affordable Housing Preservation and Production⁸.

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 Westside 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, input and involvement. Prosper Portland and the Portland Housing Bureau shall solicit community guidance 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.

⁸ *In accordance with 2015 Affordable Housing Set Aside Policy, TIF for affordable housing can be used to create and preserve rental housing for families earning less than 60 percent of area median income, and homeownership housing for families earning 80 percent to 100 percent or less of area median income depending on home size.*

Table B. Plan Response to Existing Conditions

Project	Description	Existing Conditions
Economic & Urban Development		
<p>Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries</p>	<p>Offer tenant funding and incentives to attract and retain anchor employers, with particular focus on the Downtown core and hubs to support entrepreneurship and innovation. Offer incentives for lean manufacturing and efficiency improvements. Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor. Priority project areas include:</p> <ul style="list-style-type: none"> • Downtown • Old Town • Ankeny Triangle • Pioneer Place & Downtown Retail Core • Broadway Corridor 	<p><u>Development Conditions</u></p> <ul style="list-style-type: none"> • A large share of properties in the TIF District are underutilized. Over one third (35 percent) of parcels in the TIF District have an Improvement to Land Value ratio of less than 1.0, indicating a lack of development on these properties. The TIF District has 81 vacant parcels and 43 underutilized parcels. • The presence of older buildings, especially in Old Town, that may be obsolete or in need of deferred maintenance, with 33 percent of buildings built before 1960. Although this share is lower than Portland overall, the area includes unreinforced masonry buildings and buildings with potential brownfield contamination issues, such as asbestos and leaking underground storage tanks.
<p>Small Business Support</p>	<p>Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to a) support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts; b) support inclusive wealth creation; and c) create a vibrant retail environment that attracts diverse visitors from the region and beyond. Priority project areas include:</p> <ul style="list-style-type: none"> • Historic Districts (inc. Old Town, Ankeny Triangle) • Major Commercial & Retail Corridors (inc. 1st Avenue, Transit Mall, Burnside, Morrison/Yamhill) 	<p><u>Economic and Social Conditions</u></p> <ul style="list-style-type: none"> • Total employment and businesses in the TIF District have fallen post-pandemic with 372 establishments leaving the Westside area between 2019 and 2022 (equaling approximately 14 percent of all businesses that were located in the TIF District in 2019) and 12, 658 employees.
<p>Rehabilitation of Existing Buildings and Development of New Commercial Space</p>	<p>Renovation of commercial buildings, including URMs, seismic upgrades, and other climate resilience related improvements. Investments in both large and small construction of new commercial spaces and related parking needs, including conversion of office space to R&D, light</p>	<ul style="list-style-type: none"> • The TIF District has a higher unemployment rate than Portland, and lower average wages in certain sectors including manufacturing, retail, and wholesale trade, transportation, and utilities. While average wages are higher than

	<p>manufacturing, maker spaces, and residential, as well as through lease and loan guaranties. Priority project areas include:</p> <ul style="list-style-type: none"> • Downtown Core • Historic districts and individual buildings (inc. Old Town) 	<p>citywide due to the presence of office workers, there are also many retail and service workers in the TIF District.</p> <ul style="list-style-type: none"> • Neighborhood and BIPOC-serving service and retail establishments are concentrated in the Westside TIF District. However, retail areas in the TIF District have not bounced back like in other areas of the city and lost establishments since 2020. These areas have attracted some new businesses that could use support to aid in the recovery of the TIF District. • The population is less racially and ethnically diverse than Portland, with a lower share (26 percent) of residents who identify as people of color (POC) compared to Portland as a whole (32 percent). Given that this is a high-opportunity area with good transit access and a concentration of amenities, new investments in housing could serve a broader swath of the community and provide increased access.
Inclusive Neighborhoods	<p>Support development of services and amenities that complement new and renovated housing (e.g. open space; community centers; recreational, arts, and cultural centers etc.) Develop inclusive and welcoming neighborhoods that are reflective of and attractive to a diverse demographic. Enhance waterfront use and activation. Priority project areas include:</p> <ul style="list-style-type: none"> • Waterfront Park • Cultural District • South Park Blocks 	
Regional Assets & Destinations	<p>Invest in regional assets. Introduce destination uses (i.e. music and sporting venues, education and cultural hubs, iconic commercial anchors) that attract a diverse variety of users. Priority project areas include:</p> <ul style="list-style-type: none"> • Cultural District • Retail core 	
Middle-Income Housing (60-120 percent AMI)	<p>Diversify uses via gap financing for new multi-dwelling middle-income residential development via conversion or new development. Create opportunities allowing for more access for families, BIPOC individuals and families, and a wider range of incomes in the TIF District. Priority project areas include:</p> <ul style="list-style-type: none"> • Old Town • Downtown • Broadway Corridor 	

Open Space & Public Realm		
<p>Signage, Connectivity & Accessibility Improvements</p>	<p>Create connectivity within and to the District. Make improvements to support activations within the District, including celebrating cultural assets and history. Implement signage solutions usable for all age groups. Enhance accessibility for individuals with mobility challenges.</p> <p>Priority project areas:</p> <ul style="list-style-type: none"> • Green Loop • North & South Park Blocks • Retail core • Railroads crossings, large ROWs (Burnside, Naito), bridgeheads, river access 	<ul style="list-style-type: none"> • The Portland Comprehensive Plan’s Open Space designation covers nearly a third of land in the Westside TIF District, which is envisioned to provide benefits for health, the environment, and attracting visitors. • The TIF District experiences high traffic volumes, congestion, and increased risk of dangerous crashes on major streets. However, residents in the Westside area are more likely to take public transit and bike than Portland residents. More than 50 percent of Portland residents drive alone while only 30 percent of residents in the TIF District residents drive alone. New connectivity, signage, and transportation-related improvements could support better safety and access for residents as well as commuters. • The Green Loop project is envisioned to run through the Westside TIF District, which will increase multimodal connectivity. Today, the TIF District is well served by bike lanes. The Green Loop will enhance access to central amenities in the Westside TIF District and reinforce it as an activity hub for Portlanders. • All housing units in the Westside TIF District are within a half-mile walk of existing and planned parks, with anchors like the North and South Park Blocks. Plans for the North Park Blocks Extension, Steel Bridge Skatepark, and Waterfront Park upgrades are planned to strengthen the Central City as a hub for recreation that serves residents from throughout Portland. • Poor air quality in the TIF District causes higher than average respiratory health risk than the city and urban heat island effects are concentrated around SW Naito Parkway and W Burnside Street. The TIF District has a higher population-weighted average
<p>Public Realm Enhancements</p>	<p>Renew the Central City’s westside through inclusive placemaking, beautification and activation of public spaces to foster a welcoming, vibrant center for Portland. Implement placemaking strategies to support activation (new and existing), including via car-free zones. Implement public art initiatives to support art walks and events.</p>	

		respiratory health risk rating according to EPA data (52.1 percentile) compared to Portland (39.3 percentile). Investments like parks and active transportation amenities can help to lower emissions in the TIF District while improving air quality and environmental conditions.
Infrastructure & Utilities		
Street and Utilities to Support Development	<p>New streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new District development at Broadway Corridor and other large Westside District sites. Enhance access for a variety of modes of transportation and users. Pursue innovative infrastructure to meet sustainability and climate goals through innovation. Improve seismic resilience and system capacity upgrades. Project priority areas:</p> <ul style="list-style-type: none"> • Broadway Corridor • Waterfront Park / Pump station at Ankeny & riverfront stormwater storage 	<ul style="list-style-type: none"> • Sewer infrastructure including pump stations, stormwater pipes, and sewer pipes may need upgrading particularly in conjunction with new development projects or redevelopment projects that increase the capacity needed within a building. The Ankeny pump station underneath the Willamette River in particular is in poor condition and could be at severe risk during an earthquake.
Affordable Housing		
Affordable Housing⁹	<p>Preserve and stabilize existing regulated affordable housing buildings. Priority project areas include:</p> <ul style="list-style-type: none"> • Old Town <p>Support development of new affordable multi-dwelling residential uses; including family size units and accessible</p>	<ul style="list-style-type: none"> • Almost half of renter households in the Westside TIF District experience housing cost burden. Half of the TIF District’s residents who rent their units 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

⁹ In accordance with 2015 Affordable Housing Set Aside policy, TIF for rental housing will create and preserve housing for families earning less than 60 percent of area median income, and homeownership housing for families earning 80 percent to 100 percent or less of area median income depending on home size.

	<p>units, including via site acquisition and site preparation such as seismic & liquefaction considerations for development. Priority project areas:</p> <ul style="list-style-type: none"> • Broadway Corridor • Downtown 	<p>area, the TIF District lacks adequate affordable housing supply.</p> <ul style="list-style-type: none"> • Residents that are more vulnerable to changing economic conditions, making displacement more difficult to prevent. The BPS Economic Vulnerability Assessment determined a score of 55 for the TIF District’s Census tracts, with any score over 60 considered a tract vulnerable to displacement. • Households in the TIF District have lower incomes. More than half of TIF District households earn less than \$50,000, compared to Portland at 30 percent. Overall, Median Household Income in Portland is \$85,876 compared to \$78,506 in the TIF District. • Regulated affordable housing units are set to expire in the TIF District. Almost all of the existing regulated affordable housing units are on track to expire, 15 percent of those expiring within 10 years. In addition, much of this housing stock is affordable to households making 0 to 30 percent of AMI, and many of these units are in need of renovation. • The Westside area has seen lower growth in housing supply than Portland. The TIF District has expanded its multi-dwelling housing stock by 151 percent since 2000 whereas Portland’s multi-dwelling stock grew by 170 percent. • A third of housing in the TIF District is Naturally Occurring Affordable Housing which offers more attainable options often in older buildings that is affordable at 60 percent of AMI or lower. This type of housing can be subject to displacement pressures as development occurs in an area and properties turn over.
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		<ul style="list-style-type: none">• The population is less racially and ethnically diverse than Portland, with a lower share (27 percent) of residents who identify as people of color (POC) compared to Portland as a whole (32 percent). Given that this is a high-opportunity area with good transit access and a concentration of amenities, new investments in housing could serve a broader swath of the community and provide increased access.• The TIF District has a lower share of youth (age 0-17). Given the low share of households with children in the area, expanding options for family-friendly housing can increase access to nearby amenities and opportunities for families.
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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
Economic & Urban Development <ul style="list-style-type: none"> • Recruitment and Retention • Small Business Support • Rehabilitation of Existing Buildings and Development of New Commercial Space • Inclusive Neighborhoods • Regional Assets & Destinations • Middle Income Housing (60-120 percent AMI) 	\$259,349,095 (35%)	2059
Open Space & Public Realm <ul style="list-style-type: none"> • Signage, Connectivity & Accessibility Improvements • Public Realm Enhancements 	\$74,099,741 (10%)	2045
Infrastructure & Utilities <ul style="list-style-type: none"> • Streets • Utilities • System Resilience and Capacity 	\$74,099,741 (10%)	2045
Affordable Housing¹⁰ <ul style="list-style-type: none"> • Preservation and New Development 	\$333,448,836 (45%)	2059

¹⁰In accordance with 2015 Affordable Housing Set Aside policy, TIF for rental housing will create and preserve housing for families earning less than 60 percent of area median income, and homeownership housing for families earning 80 percent to 100 percent or less of area median income depending on home size.

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 \$800,000,000 as shown in Table D. The estimated amount of TIF moneys required for the District to service this Maximum Indebtedness is \$986,576,738, 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 2059-60. Table E shows a summary of the financial capacity of the District, including how total TIF revenue translates to the ability to fund tax increment projects in constant 2024 dollars in five-year increments.

Table D. Total Uses

Uses Summary	First 5 Years	First 10 Years	30 Year Total
Bond Issuance Costs and Reserves	19,469	2,361,713	28,127,695
District-Wide Admin/Predev	777,967	3,659,707	30,874,892
Affordable Housing (PHB)	8,402,039	39,524,830	333,448,836
Inclusive Growth (Prosper Portland)	10,269,159	48,308,126	407,548,577
Total	\$19,468,634	\$93,854,375	\$800,000,000

Table E. Total Capacity Through Final Bond Payoff

	Actual Dollars	Rounded Dollars
Total Net TIF	412,830,362	412,800,000
Maximum Indebtedness	310,000,000	310,000,000
Capacity (2024-25 \$)	216,700,337	216,700,000
Years 1-5	9,466,080	9,500,000
Years 6-10	27,349,670	27,300,000
Years 11-15	46,255,251	46,300,000
Years 16-20	63,200,852	63,200,000
Years 21-25	83,199,909	83,200,000
Years 26-30	106,618,539	106,600,000
Years 31-35	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 \$410,581,139 in 2024-25 dollars. The cost of administration and finance fees over the life of the District increase this total to \$442,179,967. 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 \$740,997,413, which is within the \$800,000,000 maximum indebtedness established by the Plan. It is estimated that the frozen base assessed value of the District is \$2,401,540,540, 3 percent of the City’s assessed value of \$80,988,896,967.

The estimated Westside Tax Increment Finance Plan revenues through Fiscal Year End (FYE) 2060 are calculated based on projections of the assessed value within the District and the consolidated tax rate that will apply in the District 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 District. These projections of growth are the basis for the projections in Table F, which shows the incremental assessed value, tax rates, and Westside Tax Increment Finance Plan revenues each year.

The first year of Westside Tax Increment Finance Plan collections is anticipated to be the fiscal year ending in 2026. Gross Westside 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 District is anticipated to complete all projects and have sufficient Westside Tax Increment Finance Plan finance revenue to terminate the tax increment area in FYE 2060, a 35-year tax increment plan. Table G shows more detailed tables on the allocation of tax revenues to debt service. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table F. Projected Incremental Assessed Value, Tax Rates, and Westside 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	2,473,586,756	2,401,540,540	72,046,216	0	18.70	1,347,034	0	(118,539)	1,228,495	1,192,713
2	2027	2,547,794,359	2,401,540,540	146,253,819	0	18.80	2,749,104	0	(241,921)	2,507,183	2,363,260
3	2028	2,624,228,190	2,401,540,540	222,687,650	0	18.90	4,208,084	0	(370,311)	3,837,773	3,512,106
4	2029	2,702,955,035	2,401,540,540	301,414,495	0	18.90	5,695,769	0	(501,228)	5,194,542	4,615,283
5	2030	2,784,043,686	2,401,540,540	382,503,146	0	19.10	7,304,586	0	(642,804)	6,661,783	5,746,512
6	2031	2,867,564,997	2,401,540,540	466,024,457	0	19.10	8,899,576	0	(783,163)	8,116,413	6,797,368
7	2032	2,953,591,947	2,401,540,540	552,051,407	0	19.10	10,542,415	0	(927,733)	9,614,683	7,817,617
8	2033	3,042,199,705	2,401,540,540	640,659,165	0	19.20	12,298,606	0	(1,082,277)	11,216,329	8,854,273
9	2034	3,133,465,696	2,401,540,540	731,925,156	0	19.20	14,050,621	0	(1,236,455)	12,814,166	9,820,991
10	2035	3,227,469,667	2,401,540,540	825,929,127	0	19.10	15,772,603	0	(1,387,989)	14,384,614	10,703,504
11	2036	3,324,293,757	2,401,540,540	922,753,217	0	19.10	17,621,634	0	(1,550,704)	16,070,930	11,609,982
12	2037	3,424,022,570	2,401,540,540	1,022,482,030	0	19.10	19,526,135	0	(1,718,300)	17,807,835	12,490,057
13	2038	3,526,743,247	2,401,540,540	1,125,202,707	0	19.10	21,487,771	0	(1,890,924)	19,596,847	13,344,499
14	2039	3,632,545,545	2,401,540,540	1,231,005,005	0	19.00	23,385,156	0	(2,057,894)	21,327,262	14,099,833
15	2040	3,741,521,911	2,401,540,540	1,339,981,371	0	18.90	25,321,360	0	(2,228,280)	23,093,080	14,822,569
16	2041	3,853,767,568	2,401,540,540	1,408,373,540	43,853,488	18.80	26,472,916	824,305	(2,329,617)	24,143,299	15,045,306
17	2042	3,969,380,595	2,401,540,540	1,496,790,572	71,049,484	18.70	27,985,194	1,328,398	(2,462,697)	25,522,497	15,441,530
18	2043	4,088,462,013	2,401,540,540	1,586,101,635	100,819,838	18.70	29,655,025	1,885,008	(2,609,642)	27,045,383	15,886,312
19	2044	4,211,115,874	2,401,540,540	1,679,817,653	129,757,681	18.60	31,239,233	2,413,078	(2,749,052)	28,490,180	16,247,552
20	2045	4,337,449,350	2,401,540,540	1,774,567,760	161,341,050	18.60	33,001,282	3,000,427	(2,904,113)	30,097,169	16,664,073
21	2046	4,467,572,830	2,401,540,540	1,872,160,370	193,871,920	18.60	34,816,192	3,605,397	(3,063,825)	31,752,367	17,068,462
22	2047	4,601,600,015	2,401,540,540	1,972,680,759	227,378,716	18.60	36,685,550	4,228,517	(3,228,328)	33,457,221	17,461,073
23	2048	4,739,648,016	2,401,540,540	2,076,216,759	261,890,716	18.60	38,610,988	4,870,329	(3,397,767)	35,213,221	17,842,248
24	2049	4,881,837,456	2,401,540,540	2,182,858,840	297,438,077	18.60	40,594,189	5,531,396	(3,572,289)	37,021,901	18,212,322
25	2050	5,028,292,580	2,401,540,540	2,292,700,182	334,051,857	18.60	42,636,887	6,212,296	(3,752,046)	38,884,841	18,571,616
26	2051	5,179,141,357	2,401,540,540	2,405,836,765	371,764,052	18.60	44,740,865	6,913,622	(3,937,196)	40,803,669	18,920,446
27	2052	5,334,515,598	2,401,540,540	2,522,367,446	410,607,612	18.60	46,907,963	7,635,988	(4,127,901)	42,780,062	19,259,116

28	2053	5,494,551,066	2,401,540,540	2,642,394,047	450,616,479	18.60	49,140,074	8,380,025	(4,324,326)	44,815,747	19,587,921
29	2054	5,659,387,598	2,401,540,540	2,766,021,446	491,825,612	18.60	51,439,148	9,146,383	(4,526,645)	46,912,503	19,907,150
30	2055	5,829,169,226	2,401,540,540	2,893,357,667	534,271,019	18.60	53,807,194	9,935,731	(4,735,033)	49,072,161	20,217,081
31	2056	6,004,044,303	2,401,540,540	3,024,513,974	577,989,788	18.60	56,246,281	10,748,760	(4,949,673)	51,296,609	20,517,984
32	2057	6,184,165,632	2,401,540,540	3,159,604,971	623,020,120	18.60	58,758,542	11,586,181	(5,170,752)	53,587,790	20,810,123
33	2058	6,369,690,601	2,401,540,540	3,298,748,698	669,401,363	18.60	61,346,170	12,448,723	(5,398,463)	55,947,707	21,093,754
34	2059	6,560,781,319	2,401,540,540	3,442,066,736	717,174,042	18.60	64,011,427	13,337,142	(5,633,006)	58,378,421	21,369,123
35	2060	6,757,604,758	2,401,540,540	3,589,684,316	766,379,902	18.60	66,756,641	14,252,214	(5,874,584)	60,882,057	21,636,472

Table G. Westside 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	-	2,401,540,540	2,473,586,756	2,547,794,359	2,624,228,190	2,702,955,035	2,784,043,686
Frozen Base	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540
Increment	-	72,046,216	146,253,819	222,687,650	301,414,495	382,503,146	466,024,457
AV (Baseline)	-	2,473,586,756	2,547,794,359	2,624,228,190	2,702,955,035	2,784,043,686	2,867,564,997
Taxes							
Consolidated Tax Rate	18.5354	18.6968	18.7968	18.8968	18.8968	19.0968	19.0968
Divide the Taxes (to Raise)	-	1,347,034	2,749,104	4,208,084	5,695,769	7,304,586	8,899,576
Net Tax Increment Revenues	-	1,228,495	2,507,183	3,837,773	5,194,542	6,661,783	8,116,413
Used for Du Jour	-	1,230,952	2,512,197	3,845,448	5,204,931	6,675,106	8,132,646
<i>Debt Service</i>							
Total Debt Service	-	-	-	-	-	-	-

	31-32	32-33	33-34	34-35	35-36	36-37	37-38
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	2,867,564,997	2,953,591,947	3,042,199,705	3,133,465,696	3,227,469,667	3,324,293,757	3,424,022,570
Frozen Base	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540
Increment	552,051,407	640,659,165	731,925,156	825,929,127	922,753,217	1,022,482,030	1,125,202,707
AV (Baseline)	2,953,591,947	3,042,199,705	3,133,465,696	3,227,469,667	3,324,293,757	3,424,022,570	3,526,743,247
Taxes							
Consolidated Tax Rate	19.0968	19.1968	19.1968	19.0968	19.0968	19.0968	19.0968
Divide the Taxes (to Raise)	10,542,415	12,298,606	14,050,621	15,772,603	17,621,634	19,526,135	21,487,771
Net Tax Increment Revenues	9,614,683	11,216,329	12,814,166	14,384,614	16,070,930	17,807,835	19,596,847
Used for Du Jour	9,633,912	11,238,761	10,951,936	14,428,486	14,222,765	15,963,144	15,395,911
<i>Debt Service</i>							
BOND 1				1,887,859	1,887,859	1,887,859	1,887,859
Total Debt Service	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859

	38-39	39-40	40-41	41-42	42-43	43-44	44-45
	Forecast						
Prior Year Assessed Value	3,526,743,247	3,632,545,545	3,741,521,911	3,853,767,568	3,969,380,595	4,088,462,013	4,211,115,874
Frozen Base	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540
Increment	1,231,005,005	1,339,981,371	1,452,227,028	1,567,840,055	1,686,921,473	1,809,575,334	1,935,908,810
AV (Baseline)	3,632,545,545	3,741,521,911	3,853,767,568	3,969,380,595	4,088,462,013	4,211,115,874	4,337,449,350
Taxes							
Consolidated Tax Rate	18.9968	18.8968	18.7968	18.6968	18.6968	18.5968	18.5968
Divide the Taxes (to Raise)	23,385,156	25,321,360	26,472,916	27,985,194	29,655,025	31,239,233	33,001,282
Net Tax Increment Revenues	21,327,262	23,093,080	24,143,299	25,522,497	27,045,383	28,490,180	30,097,169
Used for Du Jour	19,508,488	18,908,576	19,960,895	21,342,851	20,508,960	24,335,348	23,576,288
Debt Service							
BOND 1	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859
BOND 2	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823
BOND 3						2,359,823	2,359,823
Total Debt Service	4,247,682	4,247,682	4,247,682	4,247,682	4,247,682	6,607,505	6,607,505

	45-46	46-47	47-48	48-49	49-50	50-51	51-52
	Forecast						
Prior Year Assessed Value	4,337,449,350	4,467,572,830	4,601,600,015	4,739,648,016	4,881,837,456	5,028,292,580	5,179,141,357
Frozen Base	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540
Increment	2,066,032,290	2,200,059,475	2,338,107,476	2,480,296,916	2,626,752,040	2,777,600,817	2,932,975,058
AV (Baseline)	4,467,572,830	4,601,600,015	4,739,648,016	4,881,837,456	5,028,292,580	5,179,141,357	5,334,515,598
Taxes							
Consolidated Tax Rate	18.5968	18.5968	18.5968	18.5968	18.5968	18.5968	18.5968
Divide the Taxes (to Raise)	34,816,192	36,685,550	38,610,988	40,594,189	42,636,887	44,740,865	46,907,963
Net Tax Increment Revenues	31,752,367	33,457,221	35,213,221	37,021,901	38,884,841	40,803,669	42,780,062
Used for Du Jour	25,234,797	24,583,238	28,721,451	28,164,486	30,031,152	31,953,818	33,934,164
Debt Service							
BOND 1	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859	1,887,859
BOND 2	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823
BOND 3	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823
BOND 4			2,359,823	2,359,823	2,359,823	2,359,823	2,359,823
Total Debt Service	6,607,505	6,607,505	8,967,328	8,967,328	8,967,328	8,967,328	8,967,328

	52-53	53-54	54-55	55-56	56-57	57-58	58-59	59-60
	Forecast							
Prior Year Assessed Value	5,334,515,598	5,494,551,066	5,659,387,598	5,829,169,226	6,004,044,303	6,184,165,632	6,369,690,601	6,560,781,319
Frozen Base	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540	2,401,540,540
Increment	3,093,010,526	3,257,847,058	3,427,628,686	3,602,503,763	3,782,625,092	3,968,150,061	4,159,240,779	4,356,064,218
AV (Baseline)	5,494,551,066	5,659,387,598	5,829,169,226	6,004,044,303	6,184,165,632	6,369,690,601	6,560,781,319	6,757,604,758
Taxes								
Consolidated Tax Rate	18.5968	18.5968	18.5968	18.5968	18.5968	18.5968	18.5968	18.5968
Divide the Taxes (to Raise)	49,140,074	51,439,148	53,807,194	56,246,281	58,758,542	61,346,170	64,011,427	66,756,641
Net Tax Increment Revenues	44,815,747	46,912,503	49,072,161	51,296,609	53,587,790	55,947,707	58,378,421	60,882,057
Used for Du Jour	22,192,553	38,185,120	28,421,622	-				
Debt Service								
BOND 1	1,887,859	1,887,859						
BOND 2	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823		
BOND 3	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823
BOND 4	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823	2,359,823
BOND 5	-	13,781,367	13,781,367	13,781,367	13,781,367	13,781,367	13,781,367	13,781,367
Bond Payoff								202,756,004
Total Debt Service	8,967,328	22,748,695	20,860,837	20,860,837	20,860,837	20,860,837	18,501,014	221,257,019

The District is anticipated to complete all projects and have sufficient revenue to terminate the District in FYE 2060 a 35-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 District is approximately \$410,581,139. 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 District.

Table H shows the approximate \$442,179,967 of 2024 constant dollars for projects inflated over the life of the District including administrative expenses and bond issuance costs and reserves, reaching the total maximum indebtedness of \$800,000,000. 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 District is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available and in accordance with the Five-Year Action Plans. Annual expenditures for program administration are also shown.

Table H. Financial Feasibility

	Bond Issuance Costs and Reserves	District-Wide Admin/Predev	Affordable Housing (PHB)	Inclusive Growth (Prosper Portland)	Total
Years 1-5	19,469	777,967	8,402,039	10,269,159	19,468,634
Years 6-10	2,342,244	2,881,740	31,122,791	38,038,967	74,385,742
Years 11-15	2,943,822	4,242,202	45,815,786	55,997,072	108,998,883
Years 16-20	2,969,547	5,270,192	56,918,071	69,566,532	134,724,342
Years 21-25	2,996,558	6,349,543	68,575,060	83,813,962	161,735,123
Years 26-30	16,856,054	11,353,249	122,615,088	149,862,885	300,687,276
Total	\$28,127,695	\$30,874,892	\$333,448,836	\$407,548,577	\$800,000,000

Section 3.3 – Fiscal Impact Statement

The impact of Westside 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 District.

The impact of Westside 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 District. These projections are for impacts estimated through FYE 2060 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 District. 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 District attributable to the FPD&R levy are shown in Table J.

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

	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	33-34	34-35
City	300,737	610,496	929,548	1,258,172	1,596,654	1,945,290	2,304,386	2,674,255	3,055,220	3,447,613
County	285,388	579,338	882,106	1,193,957	1,515,164	1,846,007	2,186,775	2,537,767	2,899,288	3,271,655
Library	80,162	162,728	247,771	335,366	425,588	518,517	614,234	712,823	814,369	918,962
Metro	6,347	12,885	19,619	26,554	33,698	41,056	48,635	56,442	64,482	72,764
Port	4,606	9,350	14,237	19,270	24,454	29,794	35,293	40,958	46,793	52,803
W Mult Soil/Cons	4,928	10,004	15,232	20,617	26,163	31,876	37,760	43,821	50,064	56,494
FPDR	183,977	386,812	609,273	824,670	1,116,297	1,360,046	1,611,107	1,928,128	2,202,802	2,410,392
Total Gov't	866,145	1,771,613	2,717,786	3,678,606	4,738,019	5,772,587	6,838,192	7,994,193	9,133,017	10,230,681
Portland SD No. 1	313,701	636,813	969,618	1,312,407	1,665,481	2,029,146	2,403,721	2,789,534	3,186,920	3,596,229
Portland CC	18,582	37,721	57,434	77,739	98,653	120,194	142,382	165,235	188,773	213,018
Multnomah County ESD	30,067	61,036	92,935	125,790	159,630	194,487	230,388	267,367	305,455	344,686
Total Education	362,350	735,570	1,119,987	1,515,936	1,923,764	2,343,826	2,776,491	3,222,135	3,681,149	4,153,933

	35-36	36-37	37-38	38-39	39-40	40-41	41-42	42-43	43-44	44-45
City	3,851,779	4,268,069	4,696,848	5,138,491	5,593,382	5,878,867	6,247,939	6,620,744	7,011,935	7,407,443
County	3,655,192	4,050,236	4,457,131	4,876,233	5,307,908	5,578,822	5,929,058	6,282,835	6,654,061	7,029,384
Library	1,026,692	1,137,654	1,251,946	1,369,665	1,490,917	1,567,013	1,665,389	1,764,760	1,869,032	1,974,455
Metro	81,294	90,080	99,129	108,451	118,051	124,077	131,866	139,734	147,991	156,338
Port	58,993	65,369	71,936	78,700	85,667	90,039	95,692	101,401	107,393	113,450
W Mult Soil/Cons	63,116	69,938	76,964	84,201	91,655	96,333	102,380	108,489	114,900	121,380
FPDR	2,692,963	2,984,012	3,283,792	3,480,297	3,666,189	3,724,866	3,822,204	4,050,269	4,136,383	4,369,696
Total Gov't	11,430,029	12,665,357	13,937,746	15,136,038	16,353,769	17,060,016	17,994,529	19,068,233	20,041,695	21,172,146
Portland SD No. 1	4,017,817	4,452,052	4,899,314	5,359,995	5,834,495	6,132,286	6,517,268	6,906,143	7,314,198	7,726,755
Portland CC	237,991	263,712	290,205	317,493	345,599	363,239	386,043	409,077	433,248	457,685
Multnomah County ESD	385,094	426,714	469,582	513,737	559,216	587,758	624,657	661,930	701,040	740,582
Total Education	4,640,901	5,142,478	5,659,102	6,191,224	6,739,311	7,083,283	7,527,968	7,977,150	8,448,486	8,925,022

	45-46	46-47	47-48	48-49	49-50	50-51	51-52	52-53	53-54	54-55
City	7,814,817	8,234,411	8,666,594	9,111,742	9,570,244	10,042,502	10,528,927	11,029,945	11,545,993	12,077,523
County	7,415,966	7,814,145	8,224,270	8,646,699	9,081,800	9,529,954	9,991,553	10,467,001	10,956,711	11,461,113
Library	2,083,041	2,194,884	2,310,082	2,428,736	2,550,950	2,676,830	2,806,487	2,940,033	3,077,586	3,219,265
Metro	164,936	173,792	182,913	192,308	201,985	211,952	222,219	232,793	243,684	254,902
Port	119,689	126,116	132,735	139,553	146,575	153,808	161,258	168,931	176,835	184,976
W Mult Soil/Cons	128,056	134,931	142,013	149,308	156,821	164,559	172,530	180,740	189,196	197,906
FPDR	4,610,008	4,857,529	5,112,476	5,375,072	5,645,545	5,924,132	6,211,078	6,506,631	6,811,051	7,124,604
Total Gov't	22,336,512	23,535,808	24,771,083	26,043,416	27,353,920	28,703,738	30,094,051	31,526,074	33,001,057	34,520,289
Portland SD No. 1	8,151,689	8,589,371	9,040,183	9,504,520	9,982,787	10,475,402	10,982,795	11,505,411	12,043,704	12,598,147
Portland CC	482,856	508,781	535,485	562,989	591,319	620,498	650,553	681,509	713,395	746,236
Multnomah County ESD	781,311	823,261	866,470	910,975	956,815	1,004,031	1,052,663	1,102,753	1,154,347	1,207,488
Total Education	9,415,855	9,921,413	10,442,138	10,978,484	11,530,921	12,099,931	12,686,011	13,289,674	13,911,446	14,551,872

	55-56	56-57	57-58	58-59	59-60
City	12,624,999	13,188,899	13,769,716	14,367,958	14,984,146
County	11,980,647	12,515,767	13,066,940	13,634,649	14,219,389
Library	3,365,195	3,515,503	3,670,320	3,829,781	3,994,026
Metro	266,457	278,359	290,617	303,243	316,248
Port	193,361	201,997	210,893	220,055	229,493
W Mult Soil/Cons	206,877	216,117	225,634	235,437	245,534
FPDR	7,447,563	7,780,211	8,122,839	8,475,745	8,839,239
Total Gov't	36,085,099	37,696,853	39,356,959	41,066,869	42,828,076
Portland SD No. 1	13,169,223	13,757,431	14,363,285	14,987,315	15,630,066
Portland CC	780,063	814,905	850,792	887,756	925,828
Multnomah County ESD	1,262,224	1,318,602	1,376,671	1,436,482	1,498,087
Total Education	15,211,510	15,890,937	16,590,748	17,311,552	18,053,981

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 District. The first threshold is when annual Westside Tax Increment Finance Plan finance revenues exceed three percent of the original maximum indebtedness of the Plan is in 2038. At the three percent threshold, the Agency will receive tax increment revenue as stated in ORS 457.470(4)(a-e). The overlapping taxing districts would receive the remainder of the TIF revenues. Revenue sharing projections are shown in Table J in the column labelled “Revenue Sharing”.

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

Table J. Tax Increment Revenue Sharing

FYE	Total Assessed Value	Frozen Base Assessed Value	Increment URA	Increment Shared
2026	2,473,586,756	2,401,540,540	72,046,216	0
2027	2,547,794,359	2,401,540,540	146,253,819	0
2028	2,624,228,190	2,401,540,540	222,687,650	0
2029	2,702,955,035	2,401,540,540	301,414,495	0
2030	2,784,043,686	2,401,540,540	382,503,146	0
2031	2,867,564,997	2,401,540,540	466,024,457	0
2032	2,953,591,947	2,401,540,540	552,051,407	0
2033	3,042,199,705	2,401,540,540	640,659,165	0
2034	3,133,465,696	2,401,540,540	731,925,156	0
2035	3,227,469,667	2,401,540,540	825,929,127	0
2036	3,324,293,757	2,401,540,540	922,753,217	0
2037	3,424,022,570	2,401,540,540	1,022,482,030	0
2038	3,526,743,247	2,401,540,540	1,125,202,707	0
2039	3,632,545,545	2,401,540,540	1,231,005,005	0
2040	3,741,521,911	2,401,540,540	1,339,981,371	0
2041	3,853,767,568	2,401,540,540	1,408,373,540	43,853,488
2042	3,969,380,595	2,401,540,540	1,496,790,572	71,049,484
2043	4,088,462,013	2,401,540,540	1,586,101,635	100,819,838
2044	4,211,115,874	2,401,540,540	1,679,817,653	129,757,681
2045	4,337,449,350	2,401,540,540	1,774,567,760	161,341,050
2046	4,467,572,830	2,401,540,540	1,872,160,370	193,871,920
2047	4,601,600,015	2,401,540,540	1,972,680,759	227,378,716
2048	4,739,648,016	2,401,540,540	2,076,216,759	261,890,716
2049	4,881,837,456	2,401,540,540	2,182,858,840	297,438,077
2050	5,028,292,580	2,401,540,540	2,292,700,182	334,051,857
2051	5,179,141,357	2,401,540,540	2,405,836,765	371,764,052

2052	5,334,515,598	2,401,540,540	2,522,367,446	410,607,612
2053	5,494,551,066	2,401,540,540	2,642,394,047	450,616,479
2054	5,659,387,598	2,401,540,540	2,766,021,446	491,825,612
2055	5,829,169,226	2,401,540,540	2,893,357,667	534,271,019
2056	6,004,044,303	2,401,540,540	3,024,513,974	577,989,788
2057	6,184,165,632	2,401,540,540	3,159,604,971	623,020,120
2058	6,369,690,601	2,401,540,540	3,298,748,698	669,401,363
2059	6,560,781,319	2,401,540,540	3,442,066,736	717,174,042
2060	6,757,604,758	2,401,540,540	3,589,684,316	766,379,902

Table K shows the projected increased revenue to the taxing jurisdictions after the Westside Tax Increment Finance Plan proceeds are projected to be terminated. These projections are for FYE 2061. 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 District established by the County Assessor at the time the District is established. Excess Value is the increased assessed value in the District above the Frozen Base.

Table K. Additional Revenues Obtained after Termination of TIF – FYE 2061

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
City	Permanent	4.58	10,991,851	20,865,593	31,857,444
County	Permanent	4.34	10,430,851	19,800,659	30,231,510
Library	Permanent	1.22	2,929,879	5,561,727	8,491,606
Metro	Permanent	0.10	231,989	440,379	672,368
Port	Permanent	0.07	168,348	319,571	487,919
W Mult Soil/Cons	Permanent	0.08	180,116	341,909	522,025
FPDR	Permanent	2.70	6,484,159	12,308,739	18,792,899
Subtotal General Government		13.08	31,417,193	59,638,578	91,055,771
Education					
Portland	Permanent	4.77	11,465,675	21,765,042	33,230,717
Portland CC	Permanent	0.28	679,156	1,289,226	1,968,382
Multnomah County ESD	Permanent	0.46	1,098,945	2,086,103	3,185,048
Subtotal Education		5.51	13,243,776	25,140,372	38,384,148
Total		18.60	\$44,660,969	\$84,778,950	\$129,439,919

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).¹¹ Finally, the TIF District is being proposed for creation along with several other TIF Districts that, when combined, will account for up to \$9.49 billion in assessed value and 8,415 acres.¹² 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.

¹¹ Prior to adoption of the proposed TIF District, Prosper Portland and/or the City are expected to either take action to amend the size of certain TIF Districts, allow some TIF Districts to expire, and/or otherwise amend the plans to release some or all of the assessed value and acreage associated with the following pre-existing TIF Districts: Central Eastside, Downtown Waterfront, Interstate Corridor, Lents Town Center, Oregon Convention Center, River District, South Park Blocks, and the Neighborhood Prosperity Initiative districts.

¹² The proposed new TIF Districts include: Westside, Lloyd-Holladay, Central Eastside Corridor, Sumner-Parkrose-Argay-Columbia Corridor, 82nd Avenue Area, and East 205.

Table L. Assessed Value and Acreage

TIF District	Frozen Base (as of FY 21-22 values)	Proposed Adjustments	Proposed values (as of FY 23-24 values)
	Frozen Base Assessed Value		
Central Eastside	\$230,541,190	(\$230,541,190)	\$0
Downtown Waterfront	\$55,674,313	(\$55,674,313)	\$0
Gateway Regional Center	\$307,174,681	-	\$307,174,681
Interstate Corridor	\$1,293,460,097	(\$1,293,460,097)	\$0
Lents Town Center	\$736,224,033	(\$736,224,033)	\$0
North Macadam	\$628,094,444	-	\$628,094,444
Oregon Convention Center	\$214,100,689	(\$214,100,689)	\$0
River District	\$432,292,135	(\$432,292,135)	\$0
South Park Blocks	\$305,692,884	(\$305,692,884)	\$0
Cully	\$1,071,144,885	-	\$1,071,144,885
Neighborhood Prosperity Initiatives (combined)	\$164,919,235	(\$164,919,235)	\$0
Westside (NEW)	\$0	\$2,401,540,540	\$2,401,540,540
Lloyd-Holladay (NEW)	\$0	\$842,896,040	\$842,896,040
Central Eastside Corridor (NEW)	\$0	\$551,392,310	\$551,392,310
Sumner-Parkrose-Argay- Columbia Corridor (NEW)	\$0	\$1,123,860,390	\$1,123,860,390
82nd Ave (NEW)	\$0	\$1,721,086,470	\$1,721,086,470
East 205 (NEW)	\$0	\$2,849,078,510	\$2,849,078,510
Total: TIF Districts	\$5,439,318,586	\$6,056,949,684	\$11,496,268,270
Total: City of Portland	\$76,142,269,310		\$80,988,896,967
Percent in TIF District	7.14%		14.19%

TIF District	Frozen Base (as of FY 21-22 values)	Proposed Adjustments	Proposed values (as of FY 23-24 values)
	Acreage		
Central Eastside	708	(708)	-
Downtown Waterfront	233	(233)	-
Gateway Regional Center	659	-	659
Interstate Corridor	3,995	(3,995)	-
Lents Town Center	2,846	(2,846)	-
North Macadam	447	-	447
Oregon Convention Center	410	(410)	-
River District	315	(315)	-
South Park Blocks	98	(98)	-
Cully	1,623	-	1,623
Neighborhood Prosperity Initiatives (combined)	245	(245)	-
Westside (NEW)	-	492	492
Lloyd-Holladay (NEW)	-	261	261
Central Eastside Corridor (NEW)	-	486	486
Sumner-Parkrose-Argay- Columbia Corridor (NEW)	-	1,578	1,578
82nd Ave (NEW)	-	1,868	1,868
East 205 (NEW)	-	3,730	3,730
Total: TIF Districts	11,579	(435)	11,144
Total: City of Portland	92,768		92,768
Percent in TIF District	12.48%		12.01%

SECTION 4 – RELOCATION REPORT

Pursuant to ORS 457.087(9), this report must include: (a) an analysis of existing residents or businesses that may be required to relocate temporarily or permanently as a result of any of the proposed projects identified in Section 2.1, above; (b) a description of the methods to be used for the temporary or permanent relocation of such residents or businesses; and, (c) an enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and the new units to be added.

It is not anticipated that any of the proposed projects identified in Section 2 will require or result in the temporary or permanent relocation of any residents or businesses. In addition, it is not anticipated that any of the proposed projects identified in Section 2 will require or result in the alteration or destruction of any existing housing units. To the extent that temporary or permanent relocation is necessary, Prosper Portland 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.

Attachments to Report

A. Existing Conditions Report

Attachment A: Existing Conditions

This report summarizes existing conditions in the Westside TIF District to inform investments and strategies. It draws on data collected from sources like the American Community Survey (ACS), market platforms, federal bureaus, and local data sources. This analysis is also informed by the Central City Subdistricts Economic and Market Conditions report published by Prosper Portland in 2022 which provides more detailed information about the Downtown and Old Town/Chinatown areas that fall within the boundaries of the Westside TIF District.

Physical Conditions

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

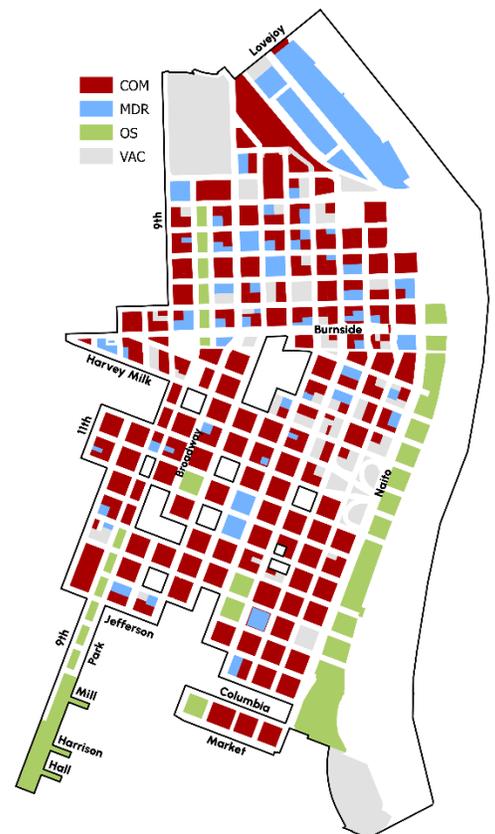
Land Use

The Westside TIF District includes two subareas of Portland’s Central City including Downtown and Old Town/Chinatown. Figure A outlines the current land use within the Westside TIF District which comprises 396 acres, with 230 acres consisting of land within tax lots and the remaining 166 acres in the right-of-way, which makes up nearly half of the TIF District. Commercial uses make up 28 percent of the area throughout Downtown and Old Town/Chinatown. There are no single-dwelling residential uses in the Westside TIF District. Multi-dwelling residential uses comprise nine percent of the area’s total acreage and 15 percent of all parcels (1,730). Thirteen percent of parcels (41 acres) of the TIF District are vacant. Detailed numbers are listed in Table A.

Table A: Land Use, Westside TIF District, 2024

	PARCELS	PERCENT	ACRES	PERCENT
Multi-dwelling Residential	108	15%	35.3	9%
Commercial	447	61%	111.6	28%
Vacant	98	13%	41.1	10%
Open Space ('Rural')	44	6%	34.9	9%
Right of Way	19	3%	166.3	42%
Other	14	2%	7.1	2%

Figure A: Land Use, Westside TIF District, 2024



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

Zoning

The Westside TIF District’s zoning includes a combination of residential, commercial, and employment zones.

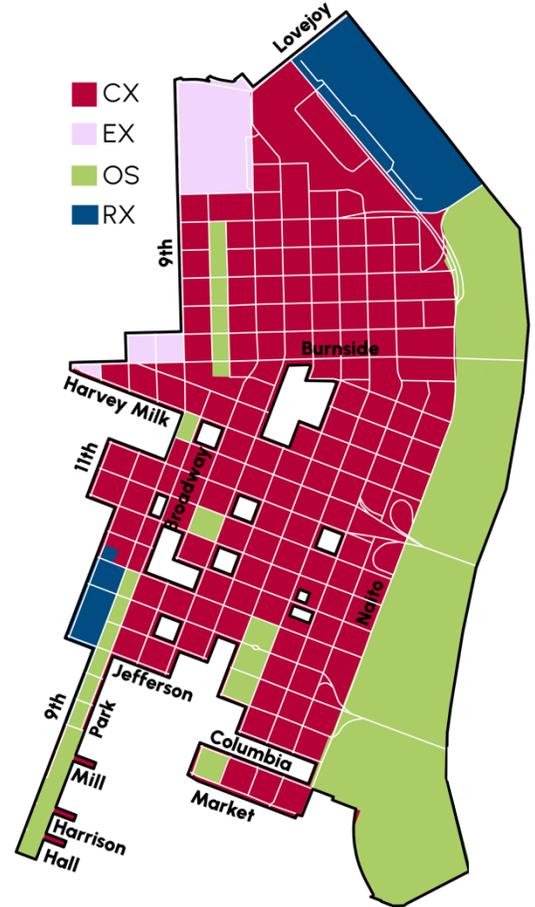
B and Table B show zoning designations of land within the TIF District’s boundary. Over half of the acreage of the TIF District (58 percent) is zoned as Central Commercial (CX). An additional 30 percent of acres in the TIF District are zoned Open Space (OS), primarily along the waterfront as well as the North and South Park Blocks. Residential (RX) zoning only covers seven percent of the TIF District’s acreage to the northern end between the Broadway and Fremont Bridges. An additional 5 percent is zoned Central Employment (EX) on the north and west sides of the North Park Blocks.

Table B: Parcel Acres by Zoning, Westside TIF District, 2024

	ACRES	PERCENT
Central Commercial (CX)	285.9	58%
Central Employment (EX)	22.7	5%
Open Space (OS)	147.0	30%
Residential (RX)	36.7	7%

Source: Bureau of Planning & Sustainability, 2024

Figure B: Zoning, Westside TIF District



Comprehensive Plan

The Westside TIF District is part of the Central City area designated as a Center in the Portland 2035 Comprehensive Plan, which aims to be “a living laboratory for how the design and function of a dense urban center can concurrently provide benefits to human health, the natural environment, and the local economy.”¹³ The Central City’s role is part of a broader vision to encourage growth and investment in Portland as a key center for jobs, transit, services, and institutions in the region.

Figure C shows the Comprehensive Plan Designations within the Westside TIF District. The designations prescribe the intended future development types and scales. Overall, the Comprehensive Plan designations closely align with current zoning in the TIF District shown in Figure B.

Figure C: Comprehensive Plan Designations, Westside TIF District

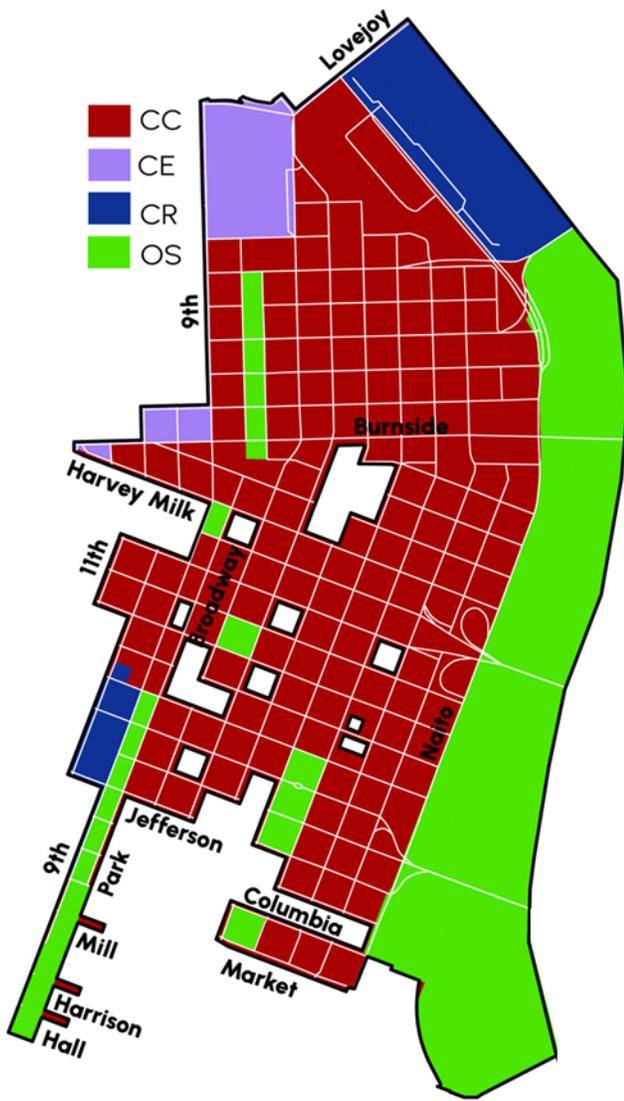


Table C: Parcel Acres by Comprehensive Plan Designation, Westside TIF District

	ACRES	PERCENT	COMP GROUP
Central Commercial (CC)	285.9	58%	Central
Central Employment (CE)	22.7	5%	Central
Central Residential (CR)	36.7	7%	Central
Open Space (OS)	147.0	30%	Parks/Open Space

Source: Bureau of Planning & Sustainability, 2024

¹³ City of Portland, ‘2035 Comprehensive Plan,’ May 2023, GP3-12.

Infrastructure

This section outlines the existing condition of the area’s transportation 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

The Westside District generally has a connected active transportation network, with short blocks, wide sidewalks, and few sidewalk gaps. A dense network of existing and funded bicycle facilities provides a low-stress bicycling experience. From a growth perspective, the transportation focus for this TIF District is on supporting more multimodal travel through the TIF District.

Street Network

The Westside TIF District includes most of NW and SW Downtown generally bounded by the Broadway Bridge at the north, SW Jefferson Street to the south, the Willamette River to the east and NW 10th and SW 9th Avenues to the west. Major City Traffic Streets in this District include:

- ◆ **The Broadway Bridge** (which turns into NW Lovejoy Street and NW Broadway, both Traffic Access Streets)
- ◆ **The Burnside Bridge to West Burnside Street**
- ◆ **The Morrison Bridge to SW Washington Street and SW Alder Streets**

Other notable routes within the TIF District are SW Naito Parkway and the Hawthorne Bridge to SW Main Street and SW Madison Street.

There are no gravel or unimproved roads within the Central City TIF District.

Road Safety

The TIF District experiences significant traffic volumes, especially on major streets like NW Broadway, Burnside, and Morrison, leading to congestion and increased risks of crashes. There is a high density of both pedestrian and bicycle traffic throughout the TIF District. The mix of buses, streetcars, personal vehicles, pedestrians, and cyclists can lead to conflicts and safety concerns, particularly during peak hours and around key intersections and transit stops.

The 2023 Deadly Traffic Report, produced by the PBOT Vision Zero Program, identifies a High Crash Network that includes the 30 streets with the highest number of crashes in Portland and the highest crash intersections. Through the Westside TIF District, Broadway, Burnside, and 4th Avenue are all part of the Vision Zero High Crash Network, and nearly all of the high crash intersections on these streets are within or near the proposed TIF District boundaries.¹⁴

From 2017 to 2021, there were 29 serious injury crashes and one fatal crash within the TIF District. During this period, 109 pedestrians and 58 bicyclists were hit by motor vehicles.¹⁵

¹⁴ Portland Bureau of Transportation, ‘2023 Deadly Traffic Crash Report,’ April 12, 2024, <https://www.portland.gov/transportation/vision-zero/documents/portland-2023-deadly-traffic-crash-report-0>.

¹⁵ Oregon Department of Transportation, ‘Crash Data System,’ <https://www.oregon.gov/odot/data/pages/crash.aspx>.

Through the Vision Zero program, PBOT has implemented traffic calming measures throughout the City, including bicycle, safety, and corridor improvements along Broadway. These efforts aim to significantly lower rates of crashes and enhance the overall safety for both cyclists, drivers, and pedestrians.

Public Transit

The Westside District is well served by MAX, streetcar, and bus service including but not limited to:

- ◆ **Red, Blue, Green, and Yellow/Orange MAX lines** all run through the TIF District.
- ◆ **The Portland Streetcar A and B Loops** traverse this area, connecting the Pearl District, the Lloyd District, and the Central Eastside. Planned improvements include modernizing streetcar stops and enhancing accessibility.
- ◆ **Bus Lines 12 and Line 19, and Line 20** run along Burnside Street, a major east-west corridor. Planned enhancements include new transit signal priority systems and dedicated bus lanes to improve travel times and reliability.
- ◆ **Bus Lines 6, 10, and 14** run across the Hawthorne Bridge linking the east side of Portland with Downtown. Planned improvements focus on enhancing bus stops and increasing the frequency of services to accommodate high demand.
- ◆ **SW 6th Avenue and SW 5th Avenues** are major bus routes through Downtown, serving a number of bus lines and connecting Downtown to all quadrants of the City as well as surrounding TriMet jurisdictions.

The Rose Lane Project includes several corridors in the Westside TIF District. This citywide initiative aims to reduce bus travel times and improve reliability through dedicated bus lanes and signal priority.

Pedestrian and Bicycle Facilities

The TIF District is well served by sidewalks and bicycle lanes. Within the Westside District, 94 percent of streets have sidewalk coverage. There are a number of planned or under construction bicycle and pedestrian improvement projects identified in Central City in Motion that are critical to improving connectivity across the Westside District including the SW Broadway Bike Improvements Project (which is near completion) and the SW 4th Avenue Improvement Project. The Green Loop project, part of the Central City Plan 2035 to increase multimodal connectivity and support business throughout the Central City, will pass through the Westside TIF District on Park Avenue through most of Downtown.

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 TIF District is primarily served by combined sewers from the Central Business District and Mill/Jefferson combined basins. The rest of the area is served by separated sewers from Tanner B, Central Business District, Mill/Jefferson sanitary basins. The Ankeny pump station serves the area. The pump station is 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 Ankeny pump station is in poor condition and the associated force main, which runs underneath the Willamette River, has recently failed at a point near the pump station before it travels under the river. The pump station is located along the seawall in an area that will experience high permanent ground deformation in the event of a significant earthquake. No resources are currently available to plan for needed condition and seismic improvements of the pump station. Relocating the pump station is one possibility, although challenging. The Ankeny pump station is also at risk of climate impacts due to its location along the river.

Most stormwater in separated areas is conveyed by storm pipes discharging to the Willamette River. Street runoff from the Mill/Jefferson combined basin is largely collected by separated storm pipes connecting to stormwater outfalls to the Willamette River. BES lacks condition assessment data for close to 40 percent of the storm pipes in this area. **Table D:** shows that 17 percent of sewer pipes and 1.7 percent of storm pipes in the TIF District are in poor or very poor condition.

Table D: Sewer and Storm Pipe Condition Summary for the Westside TIF District

TIF District	Condition	Structural Grades	Sewer Pipe Length (FT)	Sewer Percent by Length	Storm Pipe Length (FT)	Storm Pipe Percentage
Westside	Unknown	Unknown	21,698	20.6%	13,012	39.5%
Westside	Excellent	1	39,939	37.8%	14,531	44.1%
Westside	Good	2	12,775	12.1%	2,449	7.4%
Westside	Fair	3	13,170	12.5%	2,357	7.2%
Westside	Poor	4	11,970	11.3%	524	1.6%
Westside	Very Poor/Need Attention	5	6,018	5.7%	45	0.1%
Westside	Total			105,570	100.0%	32,919

Portland Bureau of Environmental Services, 2024

Planning Priorities

Ankeny pump station is in poor condition and the associated force main, which runs underneath the Willamette River, has recently failed at a point near the pump station before it travels under the river. The pump station is located along the seawall in an area that will experience high permanent ground deformation in the event of a significant earthquake. No resources are currently available to plan for needed condition and seismic improvements of the pump station. Relocating the pump station is one possibility, although challenging. The Ankeny pump station is also at risk of climate impacts due to its location along the river.

Water

In the TIF District, the water infrastructure includes water mains that generally have appropriate capacity for current demands. However, when new projects necessitate relocating these water mains, the Portland Water Bureau will replace existing water mains with seismic-resistant pipes, particularly in areas susceptible to liquefaction during seismic events. These pipes are designed to withstand ground movement and reduce the risk of water main breaks during an earthquake, ensuring a reliable water supply and minimizing repair costs.

Parks Conditions

Level of Service

The City of Portland's Parks 2020 Vision includes the goal that there will be a developed park or natural area within a ½-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 their data, all of the housing units in the Westside District are within a half mile of a park. Note that while the level of service provides a quantitative measure of park provision it does not assess park quality, conditions, amenities, or accessibility.

Existing Parks

The proposed TIF District includes many of the significant public spaces in owtown Portland including:

- ◆ North Park Blocks
- ◆ Governor Tom McCall Waterfront Park north of SE Clay Street
- ◆ South Park Blocks north of SE Market Street
- ◆ Plaza Blocks (Lownsdale Park Square, Chapman Square, and Terry Schrunk Plaza)
- ◆ Pioneer Courthouse Square
- ◆ Simon and Helen Director Park
- ◆ Darcelle XV Plaza

As is the case with parks across the City, funding streams for repair, replacement, and ADA compliance updates for park facilities in this TIF District are deficient.

Planned Parks and Trails

Planned parks and park improvements in the Westside District include:

- ◆ **North Parks Blocks Extension** - This project will extend the North Parks Block to include an approximately 30,000 square foot parcel between NW Glisan and Hoyt Streets. A later phase will include the two-acre site spanning two full blocks from NW Hoyt to NW Johnson Street, which will support the future development of the Broadway Corridor neighborhood and the Green Loop Corridor.
- ◆ **Steel Bridge Skatepark in Old Town** – The City has designated \$15 million in System Development Charges (SDCs) to fully fund a new skatepark in the Old Town neighborhood. Prosper Portland will provide \$250,000 to advance the development process. The park will be located near the Steel Bridge on the west side of the Willamette River. The project is currently in process of community engagement, feasibility assessment, and site investigation. Construction is scheduled to begin in 2028.
- ◆ **Waterfront Park Upgrades** – The last master plan of Waterfront Park was completed in 2002.¹⁶ Portland's Central City 2035 Plan includes policies related to improving access to and along the Willamette River for recreational activities.¹⁷

¹⁶ City of Portland, 'Waterfront Park Master Plan,' July 9, 2020, <https://www.portlandoregon.gov/parks/article/485891>.

¹⁷ City of Portland Bureau of Planning and Sustainability, 'Central City 2035,' March 9, 2020, <https://www.portland.gov/bps/planning/central-city/central-city-documents#toc-cc2035-as-adopted-plan>

Environmental Challenges

Brownfields

Brownfields are sites that present potential environmental challenges and physical hazards like underground tanks or unsafe chemicals. Past uses like heavy industry typically cause the contamination found in brownfield sites.¹⁸

In 2013, the City conducted an inventory¹⁹ of potential brownfields by identifying vacant or underutilized properties from the City's Buildable Lands Inventory and cross-referencing them with the Oregon State Department of Environmental Quality (DEQ) inventory of environmental cleanup sites and leaking underground storage tanks. That analysis found that there were 94 acres of brownfields in the "Downtown High Density" typology in the entire Central City. About 43 acres were impacted by contamination only and the remainder had multiple constraints, including infrastructure, access, and environmentally sensitive areas.²⁰ Overall, as a share of development cost, remediation is relatively insignificant for the Downtown prototypes considered, while much more substantial for other typologies, especially industrial. 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 development status of these sites.

The Westside TIF District contains several potential brownfield sites that can add to the cost of redevelopment. **Overall, the Westside TIF District has a higher density of leaking underground storage tanks and clean-up sites than Portland,** and lower density of leaking heating oil tanks.

Heat Islands

Urban heat islands, caused by limited greenery and high-density urban materials like concrete and asphalt, create significantly warmer conditions in urbanized areas than surrounding areas. These urban heat islands can have daytime temperatures that are 1-7°F hotter and nighttime temperatures that are 2-5°F hotter than other surrounding areas. Climate change also exacerbates this phenomenon, with regions like the Pacific Northwest experiencing temperature increases of nearly 2°F since 1900 and more frequent heat waves.²¹

The intensity of urban heat islands disproportionately affects low-income and communities of color, 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. Groups affected include males, older adults, non-Hispanic white people, people living alone, people living outside or in unstable housing, people living in multi-dwelling housing, and people living in warmer parts of the County²²

The Westside TIF District has a lower percentage of housing units experiencing heat island effects than Portland. Geographically, these areas are concentrated on the eastern end of the TIF District near the waterfront and the Burnside Bridge. Within the Westside TIF District overall, 30.2 percent of housing

¹⁸ City of Portland, 'What is a brownfield?,' <https://www.portland.gov/bes/learn-about-brownfields>.

¹⁹ City of Portland, 'Brownfields and Contaminated Sites,' <https://www.portlandmaps.com/bps/brownfields/>.

²⁰ City of Portland, 'Portland Brownfield Assessment,' <https://www.portland.gov/sites/default/files/2020-02/portland-brownfield-assessment-final-report-with-appendices.pdf>, 14.

²¹ Multnomah County, "Health Impacts from Excessive Heat Events in Multnomah County, Oregon, 2021, 'June' 2022, https://multco-web7-psh-files-usw2.s3-us-west-2.amazonaws.com/s3fs-public/20220624_final-heat-report-2021_SmallFile-2.pdf, 14.

²² Ibid.

units are in the 75th percentile or higher group (compared to 43.6 percent of Portland), and 9.7 percent are in the 90th percentile (compared to 13.4 percent across the city).

Air Quality

The TIF District has a higher population-weighted average respiratory health risk percentile (52.1) compared to Portland (39.3) based on respiratory health risks determined through the EPA.²³ Poor air quality links to a variety of respiratory health effects, especially for vulnerable population including those with heart or lung disease, older adults, children, people with diabetes, and people of lower socioeconomic status.²⁴ Urban air pollution typically caused by transportation (use of private vehicles), domestic use of fossil fuels, industrialization, power generation, combustion and agriculture, producing air pollutants like Ozone (O₃), Particulate matter (PM₁₀, PM_{2.5}), Sulfur oxides (SO_x), Nitrogen oxides (NO_x), Carbon monoxide (CO), and Volatile Organic Compounds (VOCs).²⁵

Floodplain Risks

The TIF District is adjacent to the Willamette River floodway and has areas within Flood Zone X. About one-third of the area is within the shaded Zone X, where the annual flood risk is between one percent and 0.2 percent, which is considered a moderate risk of flooding as defined by the US Federal Emergency Management Agency.²⁶ **The northeastern section of the TIF District is within the shaded Flood Zone X.** Unlike the Special Flood Hazard Area, which mandates homeowners with federally backed mortgages to obtain flood insurance, residents in this zone are not required to follow this rule.²⁷

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). The project team assembled data from 15 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 Area.

Population and Population Growth

The Westside TIF District is growing quickly. An estimated 19,968 people live in the Westside TIF District area. The population in this area has grown at a faster rate than the city as a whole. Between 1990 and 2020, the District's population increased by 279 percent while the City of Portland grew 135 percent.²⁸ Most residents live within the southern parts of the District.

Age

The Westside TIF District's population has more working age residents (aged 18-64) and seniors (aged 65 and over) compared to the rest of Portland. Table E shows the age distribution of the TIF District's residents compared to Portland overall. People who are at working age make up 81 percent of the total

²³ US Environmental Protection Agency, 'EJScreen: Environmental Justice Screening and Mapping Tool,' <https://www.epa.gov/ejscreen>.

²⁴ US Environmental Protection Agency, 'Particle Pollution and Respiratory Effects,' <https://www.epa.gov/pmcourse/particle-pollution-and-respiratory-effects>.

²⁵ Airqoon, 'Urban Air Pollution: Sources and Pollutants,' <https://airqoon.com/resources/urban-air-pollution-sources-and-pollutants/>.

²⁶ US Federal Emergency Management Agency, 'Flood Zones,' <https://www.fema.gov/glossary/flood-zones>.

²⁷ Kin Insurance, 'Flood Zone X,' <https://www.kin.com/glossary/flood-zone-x/>.

²⁸ NHGIS. Note: Demographic estimates are derived from block groups with at least 10% overlap with proposed boundaries.

population while the percent is 69 percent for the City of Portland. Seniors make up 17 percent of the District’s population compared to 14 percent of Portland’s population.

Table E: Age of Residents, Westside TIF District and Portland, 2022

	WESTSIDE TIF DISTRICT	PORTLAND
Youth (0-17)	3%	17%
Working Age (18-64)	81%	69%
Seniors (65+)	17%	14%

Source: Table B01001, 2018-2022 ACS 5-Year

Race and Ethnicity

The Westside TIF District has a lower share of residents who identify as people of color compared to the city. Residents who identify as people of color (POC) make up 27 percent of the District’s population, which is 5 percentage points lower than Portland’s population. The largest racial groups of color in the TIF District are Asian, non-Hispanic (7.0 percent), followed by Black, non-Hispanic (6.8 percent).²⁹

Educational Attainment

Educational attainment in the TIF District is roughly on par than Portland’s overall educational attainment. While 52 percent of Portland residents have a four-year degree or higher, 49 percent of those residing in the TIF District have achieved this level of education.³⁰

Commute Time and Transportation Mode

District residents are less likely to drive and carpool, while more likely to take public transit and bike than Portland residents. More than half of Portland residents drive alone while only 30 percent of TIF District residents drive alone. TIF District residents are also more likely to take public transport, with 19 percent of the population take public transit, 11 percent higher than that for Portland residents. Travel time for TIF District residents is also lower- 74 percent of the residents have a commute time less than 30 minutes, while only 65 percent of the residents in Portland have a less than 30 minutes commute time.

Economic Conditions

The following are economic trends identified in ACS data and other sources like the Quarterly Census of Employment and Wages (QCEW) that have implications for new development in the Westside TIF District:

- **The TIF District’s population has grown faster than Portland’s.** Population in the TIF District has increased by over 279 percent since 1990 while Portland only grew by 135 percent over same period. However, other Central City subdistricts like the Pearl and South Waterfront have grown more quickly than the TIF District.
- **Residents are vulnerable to changing economic conditions, making displacement more difficult to prevent³¹.** The BPS Economic Vulnerability Assessment determined a score of 55 for the District’s census tracts, higher than Portland’s vulnerability score of 53 and close to the

²⁹ US Census, Table B03002, 2018-2022 ACS 5-Year

³⁰ US Census, Table B15003, 2018-2022 ACS 5-Year

³¹ Prosper Portland, ‘Central City Subdistricts Economic & Market Conditions,’ November 2022.

score of 60, which is the threshold for a vulnerable tract. Economic vulnerability means that the residents are more likely to be cost burdened, belonging to communities of color, lacking college degrees, and low income.³²

- **Housing cost burden affects about half of renter households.** In the Westside TIF District, half of households who rent their units experience cost burden, meaning they pay over 30 percent of their income for housing costs. Renters in the TIF District experience similar cost burdened rates as the city, with the greatest difference exhibited in the number of severely cost burdened households: twenty nine percent of the renter households fall into this category (50 percent of income or more spent on housing). The amount of severely cost burdened renters is four percentage points higher in the TIF District compared to the city.

Table F: Cost Burden, Westside TIF District and Portland, 2022

	WESTSIDE TIF DISTRICT	PORTLAND
Burdened	21%	24%
Severely Burdened	29%	24%
Total Burden	50%	48%

Source: Table B25070, 2022 ACS 5-Year

- **Household income is lower in the TIF District.** Median Household Income (MHI) in the Westside TIF District is \$78,506, which is lower than the city’s median of \$85,876. Compared to Portland, a significantly greater share of households earns less than \$50,000 (52 versus 30 percent) and a smaller share of households earn over \$150,000 (18 versus 25 percent).

Business and Employment Conditions

Businesses in the Westside TIF District face unique conditions due to a combination of safety, changing demand patterns, infrastructure, and economic factors. The area is a major center for businesses in the city, with over 2,000 establishments including high-end retail, national chains, and small locally owned storefronts. The Westside TIF District is home to 8.8 percent of all jobs in Portland (38,220) and 6.3 percent of all businesses (2,229) in the city are located within the boundary.

The Westside TIF District is home to 2,229 businesses, with nearly three quarters of these establishments in the service industry. In comparison to the city, the Westside TIF District has a higher share of businesses in the service industry (by 5 percentage points); finance, insurance and real estate (by 3 percentage points); and public administration (by 2 percentage points). Other industries have a lower share of establishments located in the TIF District, including construction and resources, manufacturing, and wholesale trade, transportation, and utilities. The share of retail establishments is about on par with Portland as a whole.

³² 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.

Table G: Share of Establishments by Industry, Westside TIF District and Portland, 2022

	WESTSIDE TIF DISTRICT		PORTLAND		WESTSIDE DISTRICT EMPLOYMENT AS % OF CITY TOTAL
	ESTABLISHMENTS	SHARE	ESTABLISHMENTS	SHARE	
Construction and Resources	50	2%	1,897	5%	3%
Finance, Insurance and Real Estate	236	11%	2,910	8%	8%
Manufacturing	38	2%	1,286	4%	3%
Public Administration	36	2%	173	0%	21%
Retail	161	7%	2,615	7%	6%
Services	1606	72%	23,810	67%	7%
Wholesale Trade, Transportation, and Utilities	102	5%	2,730	8%	4%
Total	2,229	100%	35,421	100%	6%

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2022

Between 2019 and 2022, the Westside TIF District lost 325 businesses and 12,656 workers accounting for 12 percent of establishments and 25 percent of employees that existed in the area in 2019. In comparison, Portland overall saw a positive 12 percent growth in new businesses citywide indicating a sharp loss in particular for the Central City (although the city also experienced a loss of nearly 6 percent of its employees in the same timeframe). Pandemic trends beginning in 2020 like changes to commuting patterns, safety, and perception of crime are likely contributors to these losses.

Table H. Total Establishments and Employees, Westside TIF District and Portland, 2019-2022

	WESTSIDE TIF DISTRICT		PORTLAND	
	ESTABLISHMENTS	EMPLOYEES	ESTABLISHMENTS	EMPLOYEES
2019	2,601	50,863	34,128	463,298
2022	2,229	38,205	35,421	435,238
Change 2019-2022	-372 (14%)	-12,658 (25%)	+1,293 (4%)	-27,355 (6%)

Source: OED QCEW

Similar to the concentration of service industry and finance, insurance, and real estate establishments, the Westside TIF District has a higher share of employees working in these industries. The TIF District also has a much higher share of workers in public administration compared to Portland overall (by eight percentage points), and lower share of workers in construction and resources; manufacturing; retail, and wholesale trade, transportation, and utilities.

Table I: Share of Employment by Industry, Westside TIF District and Portland, 2022

	WESTSIDE TIF DISTRICT		PORTLAND		WESTSIDE DISTRICT EMPLOYMENT AS % OF CITY TOTAL
	EMPLOYEES	SHARE	EMPLOYEES	SHARE	
Construction and Resources	973	3%	23,254	5%	4%
Finance, Insurance and Real Estate	3,462	9%	24,781	6%	14%
Manufacturing	242	1%	23,728	5%	1%
Public Administration	4,136	11%	13,994	3%	30%
Retail	1,788	5%	32,856	8%	5%
Services	25,564	67%	264,670	61%	10%
Wholesale Trade, Transportation, and Utilities	2,040	5%	51,955	12%	4%
Total	38,205	100%	435,238	100%	9%

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2022

Average wages in the Westside TIF District are higher than the citywide average for all sectors combined but vary between industries. The service industry accounts for the largest share of employment and has higher average wages than workers in this industry across Portland. Annual wages are highest for workers in the finance, insurance, and real estate industry (\$93,772 per year), followed by public administration (\$84,333). Employees within the construction and resources industry also make higher wages than these workers in Portland as a whole (\$65,675). However, there are some minimal disparities in wages for workers within other industries including manufacturing, retail, and wholesale trade, transportation, and utilities.

Table J: Average Wages by Industry, Westside TIF District and Portland, 2022

	WESTSIDE TIF DISTRICT	PORTLAND
Construction and Resources	\$65,675	\$39,285
Finance, Insurance and Real Estate	\$93,722	\$55,321
Manufacturing	\$41,980	\$42,135
Public Administration	\$84,333	\$85,721
Retail	\$29,747	\$31,603
Services	\$58,542	\$39,478
Wholesale Trade, Transportation, and Utilities	\$57,773	\$61,898
Total (All Industries)	\$65,675	\$39,285

Source: Oregon Employment Department, Quarterly Census of Employment and Wages, 2022

Unemployment is slightly higher in the Westside TIF District than in Portland. In 2022, the TIF District’s unemployment rate was 6.7 percent compared to 5.6 percent for Portland overall.³³

Development Conditions

This section describes relevant trends for development considerations, including the current condition of buildable lands within the Westside TIF District and real estate market trends for residential and commercial properties. These data provide important context for how Prosper Portland might support or leverage development in the District.

Buildable Lands

According to the Bureau of Planning and Sustainability Buildable Lands Inventory, **the Westside TIF District has 81 vacant parcels and 43 underutilized parcels that could be available for development or redevelopment.** 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 real market value of site improvements is less than the value of the land.

Most of these lots are less than 20,000 square feet – about 81 percent of vacant parcels and 75 percent of underutilized parcels are under 20,000 square feet are under this threshold, respectively. Larger available sites over 100,000 square feet make up about 1 percent of this inventory. These large sites present potential for more catalytic opportunities, while small parcels have more limited potential as infill development.

Table K: Vacant and Underutilized Parcels by Parcel Size, Westside TIF District, 2024

PARCEL SIZE (SQ.FT.)	VACANT PARCELS (% OF TAXLOTS)	UNDERUTILIZED PARCELS (% OF TAXLOTS)
>100,000	1%	0%
50,000-99,999	5%	5%
20,000-49,999	12%	21%
10,000-19,999	20%	23%
5,000-9,999	32%	23%
<5,000	30%	28%

Source: Portland Bureau of Planning and Sustainability, 2024

Over three quarters of the total inventory of vacant and underutilized parcels in the Westside TIF District are located within the CX zone (65 percent). A smaller share of parcels this overall inventory is located in EX zone but make up a proportionately higher share of overall vacant or underutilized square footage due to larger parcel sizes. Parcels the in the RX zone make up a nominal share (about 2 percent) of all vacant and underutilized parcels.

³³ U.S. Census Bureau, 2018-2022 ACS 5-Year estimates, Table B23025.

Table L: Vacant and Underutilized Parcels by Zoning, Westside TIF District, 2024

ZONING	VACANT PARCELS		UNDERUTILIZED PARCELS	
	% OF TAXLOTS	% OF SQ. FT.	% OF TAXLOTS	% OF SQ. FT.
CX	56%	35%	29%	30%
EX	9%	24%	4%	9%
RX	1%	1%	2%	1%

Source: Portland Bureau of Planning and Sustainability, 2024

Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property’s improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the “Improvement to Land Value Ratio,” or “I:L.” The values used are real market values. In tax increment areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.³⁴

In the Westside TIF District, 155 parcels representing 35 percent of the acreage have I:L ratios less than 1.0, including those parcels that have no improvements on them. No improvement value means there are no taxable structures on the tax lot, including surface parking lots. The remaining 65 percent of the acreage of the parcels in the TIF District have I:L ratios of 1.0 or more as determined by an analysis of the real market values, including 27 percent with a high I:L ratio over 3.0.

Table M: Improvements to Land (I:L) Ratio, Westside TIF District, 2024

PARCEL SIZE (ACRE)	PARCELS	ACREAGE	PERCENT OF ACREAGE
Less than 0.25	43	13.2	12%
0.25-0.49	46	11.4	11%
0.5-0.99	66	13.4	12%
1-2.99	146	40.1	37%
3 or Higher	89	29.5	27%

Source: Metro RLIS

Building Age

The Westside TIF District generally has a newer building stock compared to Portland, with 19 percent of buildings constructed after 2000 compared to 17 percent in the city overall. The largest share of buildings in the TIF District were built in the 1980’s and only a third before 1960 (while over half of Portland’s building are older than this threshold).

³⁴ Prosper Portland, “Report Accompanying the Cully Tax Increment Finance Plan,” November 2022.

Table N: Buildings by Year Built, Westside TIF District and Portland, 2024

YEAR BUILT	WESTSIDE TIF DISTRICT	PORTLAND
Pre-1960	33%	58%
1960's	1%	7%
1970's	1%	6%
1980's	36%	4%
1990's	2%	6%
2000's	17%	12%
2010 or Later	2%	5%
Unknown	8%	2%

Source: Metro RLIS

The Old Town subdistrict in particular has a concentration of unreinforced masonry buildings built before modern seismic building codes. This area is particularly vulnerable to earthquakes due to its proximity to the river and the presence of liquefiable soils. Unreinforced masonry buildings are especially hazardous during seismic events because their brittle materials and lack of steel reinforcement make them prone to cracking and collapse. The significant weight of these structures amplifies the seismic forces they experience, and the weak connections between walls, floors, and roofs are susceptible to failure.

Residential Real Estate Market Conditions

Growth in multi-dwelling units has been occurring at a slightly slower pace in the Westside TIF District than Portland overall, increasing to 151 percent of its inventory in 2000 compared to 170 percent in the City. No new units are currently under construction in the District despite lower vacancy rates and slightly higher rents per square foot for market rate units.

Table O: Multi-dwelling Market Conditions, Westside TIF District and Portland, Q1 2024

	WESTSIDE TIF DISTRICT	PORTLAND
Multi-Dwelling Units (% of year 2000 total)	151%	170%
Vacancy Rate	6.1%	7.2%
Under Construction (Units)	0	5,183
Asking Rent (per square foot)	\$2.10	\$2.04

Source: CoStar, 2024 Q1

While the Central City has an average of four jobs per housing unit, the Downtown subdistrict has 19 jobs per housing unit. Old Town has a more even mix, with two jobs per housing unit, but there overall are not many jobs or housing units in the Old Town subdistrict. While the Central Eastside and Pearl subdistricts attracted 2,400 and 1,850 units from 2014 to 2021, Downtown and Old Town subdistricts saw just 421 and 297 units respectively.³⁵

³⁵ Prosper Portland, 'Central City Subdistricts Economic & Market Conditions,' November 2022

Affordable Housing

According to the Portland Housing Bureau, the TIF District has 2,852 subsidized housing units, with the largest share (64 percent) designated for low income (31–60 percent of AMI) and an additional 32 percent designated for very low income (0–30 AMI). There is a smaller inventory of moderate (61-80 percent of AMI) or high income (81-100 percent of AMI) subsidized housing units in the TIF District accounting for 2 percent of subsidized units each. Portland as a whole has a slightly more dispersed subsidized housing portfolio across very low-, low-, moderate-, and high-income limits: 20, 75, 5, and 0.5 percent, respectively.

Oregon Housing and Community Services maintains the Oregon Affordable Housing Inventory (OAH) to track expiring affordable housing projects. **At least 85 percent of affordable housing units in the Westside TIF District will expire, with 15 percent (395 units) set to expire within 10 years.** The TIF District is projected to experience more unit expiration compared to the city, where 25 percent do not have a known expiration window.

Naturally Occurring Affordable Housing (NOAH) describes 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.³⁶ 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. Often, these units are in older buildings which have depreciated in value or located in less desirable locations. In the Westside TIF District, NOAH accounts for approximately 33 percent of multi-dwelling units compared to 36 percent across Portland overall.³⁷

Table P: Expiration Window by Share of Affordable Units, Westside TIF District and Portland, 2022

	WESTSIDE TIF DISTRICT	PORTLAND
No Expiration Window or Unknown	15%	25%
< 10 Years	71%	63%
> 10 Years	15%	12%

Source: OHCS, OAH

Housing Tenure and Type

Homeownership is less common in the TIF District compared to Portland. In the Westside area, 80 percent of residents are renters compared to 47 percent of Portland households overall. Over half of units in the TIF District are located in midrise multi-dwelling buildings (56 percent) compared to only 8 percent of the city's residential units overall. Additionally, 30 percent and 10 percent live in low-rise and high-rise buildings respectively. A small share of units (4 percent) in the TIF District are student dormitories or other types of multi-dwelling housing.

³⁶ This analysis only considers multi-dwelling rents appearing in CoStar data and does not consider single-dwelling rental units.

³⁷ 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.

Table Q: Share of Housing Units by Type, Westside TIF District and Portland, 2024

	WESTSIDE TIF DISTRICT	PORTLAND
Low-rise Multi-dwelling	30%	26%
Midrise Multi-dwelling	56%	8%
Highrise Multi-dwelling	10%	4%
Dormitories	1%	1%
Other Multi-dwelling	3%	0%
Other Housing Types	0%	61%

Source: Metro RLIS

Office Real Estate Market Conditions

The office market in the Westside TIF District is facing sizable challenges as changing patterns of employment and preferences for work-from-home and hybrid schedules lead to increased vacancies and lower rents.

The onset of the COVID-19 pandemic spurred many employers, particularly those in office-based environments, to reconsider a location in the Central City. High office rents and increasing congestion in the Central City paired with a perceived decrease in safety and the success of virtual work environments has led to near universal increases in office vacancy rates in all the Central City Subdistricts identified in recent work published by Prosper Portland, including with the Downtown and Old Town/Chinatown Districts.³⁸

Ongoing increases in office vacancy rates over the near term could be possible as tenants weigh their options for lease renewals and as more employers adopt hybrid or remote work options that could impact firm-level decisions for needed office space. Broadly speaking, average commercial lease rates (direct office base rents) across most of the Central City have remained reasonably flat since 2015. It is also worth noting that observations of new leases have decreased due to the pandemic, since many businesses are either reluctant to sign new leases when their current leases expire, or location decisions were put on hold until there was more clarity around health restrictions and return to work allowances.³⁹

The future of the office market in the Central City is uncertain and varies by Subdistrict. Vacancy rates in Portland are among the highest anywhere in the country and are higher than all our peer regions (Austin, Indianapolis, Nashville, Salt Lake City, and Seattle). Based on historic development patterns, it is unlikely that speculative office development will return at scale to the Central City in the next five years to a decade (depending on the Subdistrict; see the Office Absorption Model).

- **Downtown.** Based on current vacancy and leasing trends, Downtown may take a decade or more to reach a new equilibrium without market/policy intervention. In comparison to Portland, office base rents in the Downtown Subdistrict have risen at a slightly faster pace, closely modelling Portland's rate of growth. Since 2013, direct base rent per square foot increased 18 percent to \$27.73 along the Downtown Subdistrict. The Downtown Subdistrict has kept pace in office vacancy rates with the City of Portland, recently climbing high above Portland's rates.

³⁸ Prosper Portland, 'Central City Subdistricts Economic & Market Conditions,' November 2022.

³⁹ Prosper Portland, 'Central City Subdistricts Economic & Market Conditions,' November 2022, 18.

Since 2018, office vacancy rates in the Subdistrict increased by 11 percentage points to 21 percent in May 2022. Given the oversupply of office space, especially Downtown, vacancies are not expected to drop, and this area is not expected to see speculative office development until at least 2044.⁴⁰

- **Old Town/Chinatown.** In comparison to Portland, office base rents in the Old Town/Chinatown Subdistrict have risen at a similar pace, closely modelling Portland’s rate of growth with an upward trend. Since 2003, direct base rent per square foot increased 74 percent to \$20.63 along the Old Town/ Chinatown Subdistrict. The Old Town/Chinatown Subdistrict has kept pace in office vacancy rates with the city, recently climbing high above Portland’s rates. Since 2016, office vacancy rates in the Subdistrict increased by 18 percentage points to 23 percent in May 2022.⁴¹

Table R: Office Market Conditions, Westside TIF District, Q1 2024

	WESTSIDE TIF DISTRICT	PORTLAND
Inventory (% of year 2003 total)	102%	112%
Vacancy Rate	27.7%	18.2%
Under Construction (SF)	-	-
Asking Rent (NNN)	\$25.07	\$26.88

Source: CoStar, 2024 Q1

Note: Real estate market data is not always available through the same year for different real estate types. This analysis uses the most recent year available

Class A and B office spaces in the TIF District are experiencing higher rates of vacancy compared to the older Class C office inventory. Although the Westside has seen a slight increase in premium office space since 2003 with higher rents (\$28.58 psf), Class B has maintained a similar inventory over the past two decades. The total inventory of Class C office space has declined in this time period, but lower rents and lower vacancies indicate that some demand exists for these more affordable spaces.

Table S. Office Market Conditions by Class, Westside TIF District, Q1 2024

	CLASS A	CLASS B	CLASS C
Inventory (% of year 2003 total)	109%	100%	88%
Share of Total Office Inventory	43%	42%	15%
Vacancy Rate	31.7%	25.4%	22.5%
Asking Rent (NNN)	\$28.58	\$23.17	\$23.72

Source: CoStar, 2024 Q1

⁴⁰ Prosper Portland, ‘Central City Subdistricts Economic & Market Conditions,’ November 2022, 21 & 45.

⁴¹ Prosper Portland, ‘Central City Subdistricts Economic & Market Conditions,’ November 2022, 88.

Retail Real Estate Market Conditions

While observations from real estate market platforms are likely limited for the retail market in the TIF District, trends indicate challenges for establishments in the Westside area. The inventory of retail space in the TIF District has decreased in square footage since 2006, while Portland’s overall inventory has stayed about the same. The vacancy rate in the TIF District is also higher than the city with lower rents per square foot indicating less demand for retail in the Westside area. This trend was exacerbated by the onset of the COVID-19 pandemic in 2020, with rents generally remaining lower and vacancies generally staying higher in the TIF District over this period.

There is little stand-alone retail in the Central City, most is a mix of uses that relies on foot traffic from a combination of residents, employees, and visitors (including tourists). CoStar data is challenging because it predominantly tracks institutional credit tenants and, therefore, understates the vacancy rate. Similarly, the number of new retail leases being executed is low and the concessions are high, so it is difficult to gauge the current market rent for a retail space. Absent data to provide specific detail, it is clear retail has been the most impacted sector during the pandemic and continues to lag in recovery.

There are some destination-specific retail nodes (like the West End around SW Harvey Milk and SW 10th to SW 13th), but retail primarily relies on demand from foot traffic, and a recovery of the retail sector requires a recovery of foot traffic.⁴² Within the Westside TIF District, Downtown and Old Town/Chinatown have distinctly different trends for retail.

- Downtown.** In comparison to Portland, retail rents in the Downtown Subdistrict started higher and have consistently remained at around \$20, outside of a temporary spike in 2018, where rents hit an all-time high of \$35.00. Retail vacancy rates in the Subdistrict have experienced a series of rises and declines. It has recently been on an upward trend, increasing 6 percentage points between 2019 and May 2022 to end at 9 percent. Retail vacancy rates in the Subdistrict have experienced a series of rises and declines. It has recently been on an upward trend, increasing 6 percentage points between 2019 and May 2022 to end at 9 percent.⁴³
- Old Town/Chinatown.** In comparison to Portland, retail rents in the Old Town/ Chinatown Subdistrict are coming off a downward trend starting from 2018, where it has increased 97 percent to \$18.94 in May 2022. Following a swift drop in 2007, retail vacancy rates in the Subdistrict have been on an upward trend, increasing 4 percentage points between 2019 and May 2022 to end at 6 percent.⁴⁴

Table T: Retail CoStar Market Conditions, Westside TIF District, Q1 2024

	WESTSIDE TIF DISTRICT	PORTLAND
Inventory (% of year 2006 total)	96%	101%
Vacancy Rate	7.3%	5.2%
Under Construction (SF)	-	8,261 SF
Asking Rent (NNN)	\$19.94	\$21.11

⁴² Prosper Portland, ‘Central City Subdistricts Economic & Market Conditions,’ November 2022, 21.

⁴³ Prosper Portland, ‘Central City Subdistricts Economic & Market Conditions,’ November 2022, 46.

⁴⁴ Prosper Portland, ‘Central City Subdistricts Economic & Market Conditions,’ November 2022, 89.

Source: CoStar, 2024 Q1

Note: Real estate market data is not always available through the same year for different real estate types. This analysis uses the most recent year available. Vacancy rates for individual storefronts may be higher but unreported through available data.

Industrial Real Estate Market Conditions

The Westside TIF District today has a limited inventory of industrial space. Industrial properties that exist in the TIF District are generally auto-oriented uses such as repair services. There have been no new increases in the industrial inventory since 2003, and the overall inventory has shrunk to 89 percent of what it was twenty years ago. With only seven industrial properties, the Westside TIF District lacks reliable data about asking rents per square foot.⁴⁵

Foot Traffic Trends

Foot traffic patterns are useful for understanding travel demand as well as indicating economic trends in an area. Placer.ai is a proprietary artificial intelligence software that generates estimated foot traffic counts via anonymized cellular location data. Placer.ai attributes a single visit to a location when the dwell time at that location exceeds seven minutes.⁴⁶

Analysis of visitation trends show that in aggregate, the Central City experienced 26 percent less annual foot traffic from visitors⁴⁷ compared to the pre-pandemic level in 2019 to 2023. The overall decrease is not consistent over Central City's subdistricts; the Old Town/Chinatown area saw 31 percent decrease from 2019 to 2023 while Downtown region saw a 60 percent decrease in this timeframe, however, there has been steady recovery of visitation since 2021 for both subdistricts.⁴⁸

⁴⁵ CoStar Q1 2024.

⁴⁶ Placer.ai, 'Foot Traffic: The Complete Guide', 2023, <https://www.placer.ai/guides/foot-traffic>

⁴⁷ Excluding employees and residents.

⁴⁸ ECONorthwest analysis of Placer.ai data

Portland Planning Commission

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Michael Pouncil, Vice Chair

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Wade Lange

Eli Spevak



October 9, 2024

Mayor Ted Wheeler

Commissioner Rene Gonzalez

Commissioner Carmen Rubio

Commissioner Mingus Mapps

Commissioner Dan Ryan

Dear Mayor Wheeler and City Commissioners:

The Planning Commission enthusiastically offers our support for the Westside Holladay Tax Increment District Plan (**Westside Plan**), currently scheduled to come before Portland City Council on October 23, 2024. The Planning Commission held a public hearing on this item on September 10, 2024, and on October 8, 2024, voted unanimously, finding it in conformance with Portland's *Comprehensive Plan*, and to recommend that City Council adopt the Westside Plan.

The proposed plan estimates generating \$800 million in tax increment funding resources over the course of thirty years. The Portland Housing Bureau and Prosper Portland, in coordination with a wide range of stakeholders, are prioritizing investments in affordable housing, economic and urban development, and infrastructure. In creating the plan, a Steering Committee identified the following investment priorities for the district: urban growth in-fill potential, employment and small business support, housing production and preservation, and placemaking and regional assets. The Planning Commission strongly supports these priorities and encourages the Portland Housing Bureau and Prosper Portland to continue action planning with stakeholders in the implementation of these priorities. The proposed district boundary and investment priorities are a result of extensive community engagement, and it is imperative that this co-creation continues to guide investment of TIF resources.

The Westside Plan is in conformance with Portland's *Comprehensive Plan*, in particular by supporting and implementing the Guiding Principles on Economic Prosperity and Equity; and the Goals and Policies of Chapter 2 Community Involvement, Chapter 3 Urban Form, Chapter 4 Design and Development,



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Chapter 5 Housing, and Chapter 6 Economic Development. The proposed district was informed by quantitative and qualitative analysis regarding the post-pandemic health of the Central City Subdistricts, and the Westside Plan seeks to support access to and expansion of economic opportunities for all; strengthen the Central City as a location for job creation; create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capability; and design neighborhoods to support physically and socially active healthy lifestyles for all people, among other goals.

We strongly urge the City Council to adopt the Westside Plan. Thank you for considering our recommendation.

Sincerely,



Mary-Rain O'Meara
Chair





October 2024

Westside TIF District Findings of Fact

Prosper Portland

ECOnorthwest

222 SW Columbia Street · Suite 1600 · Portland, OR 97201 · 503-222-6060



Table of Contents

1.	Introduction	2
2.	Statewide Planning Goals	4
3.	Portland Comprehensive Plan	12
4.	Advance Portland	121
5.	Central City 2035	127

1. Introduction

At the direction of the City of Portland (the “City”), Prosper Portland, as the City’s economic development and urban renewal agency, has undertaken a community-guided process for developing six new proposed urban renewal districts located in East Portland and the Central City. The proposed TIF Districts which will be presented to the City Council for consideration in Fall 2024. Oregon Revised Statutes (ORS) Chapter 457 establishes criteria that must be followed for the establishment of a new urban renewal district (referred to as a tax increment finance district or “TIF District” in this report), and ORS 457.095 requires that the City’s Planning Commission review and make recommendations regarding each proposed new TIF District to the Portland City Council, which may then approve the adoption of a TIF Plan establishing the TIF District by non-emergency ordinance. The ordinance adopting the TIF Plan must include findings that the plan “conforms to the [City’s] comprehensive plan and economic development plan . . . as a whole” (ORS 457.095(2)(c)).

The Portland Comprehensive Plan identifies urban renewal plans (aka TIF Plans) as one of several types of “implementation tools” that are used to execute the Comprehensive Plan (Goal 1.D; Policy 1.8) and it requires that any decision to adopt a new TIF District “must comply with the Comprehensive Plan (Policy 1.8). In this context, “comply” means that the proposed TIF Plan is evaluated against the Comprehensive Plan’s applicable goals and policies and found to be, on balance, supportive of the Comprehensive Plan as a whole (Policy 1.10), the Comprehensive Plans Guiding Principles (Policy 1.10a), and the Oregon Statewide Planning Goals (Policy 1.12). The Central City 2035 (CC2035) plan is part of, and amends, the Portland’s Comprehensive Plan, and the CC2035 plan requires that the goals and policies of the plan are used when developing urban renewal plans. (CC2035, p. 27). Since this TIF District lies within the Central City plan area boundaries, this document contains findings demonstrating how the TIF Plan complies with the relevant goals and policies of the CC2035 plan.

This report provides the required findings to demonstrate that the proposed Westside TIF District conforms with the Portland Comprehensive Plan and the City’s economic development plan (referred to herein as “Advance Portland”), meaning that the TIF District Plan is “in agreement or harmony” with these City plans, as a whole (Merriam-Webster, 2024). Throughout this report, the terms “consistent,” “meet,” or “support” are used to describe how TIF District Plan is “in agreement or harmony” with and therefore conforms or complies with Comprehensive Plan and Advance Portland policies. This report is organized as follows:

- ◆ Section 2 – Statewide Planning Goals findings
- ◆ Section 3 – Portland Comprehensive Plan findings
- ◆ Section 4 – Advance Portland findings



- ◆ Section 5 – Central City 2035 findings

The Comprehensive Plan recognizes that, when applying goals and policies to particular situations such as the adoption of a new TIF Plan, there may be competing or conflicting policies. As a result, such proposal must be judged on whether they meet the goals and policies “on balance,” and that the City Council retains the authority to choose the direction it believes best embodies the Comprehensive Plan “as a whole.” This approach allows flexibility while still using the Plan’s Guiding Principles to provide an anchor or reference point to consider when making trade-offs and compromises.



2. Statewide Planning Goals

Applicability of Oregon's Statewide Planning Goals

Oregon has had a statewide planning program since 1973. This program is built on a set of 19 Statewide Planning Goals that cover a wide range of topics. As required by state law, Portland has adopted its Comprehensive Plan to implement the applicable statewide goals at a local level. The state's Land Conservation and Development Commission (LCDC) has reviewed and approved Portland's Comprehensive Plan as being in compliance with these goals.

Only 13 of the State's 19 Planning Goals are applicable to the City of Portland and must be evaluated for consistency in these findings (Comp. Plan pp. HTU-7 to -8). The applicable goals are:

1. Citizen Involvement
2. Land Use Planning
5. Natural Resources, Scenic and Historic Areas, and Open Spaces
6. Air, Water and Land Resources Quality
7. Areas Subject to Natural Hazards
8. Recreational Needs
9. Economic Development
10. Housing
11. Public Facilities and Services
12. Transportation
13. Energy Conservation
14. Urbanization
15. Willamette River Greenway

The following findings demonstrate that the proposed TIF District Plan is consistent with the applicable Statewide Planning Goals.

Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.



Finding: Chapter 2 of the Portland Comprehensive Plan guides implementation of Statewide Planning Goal 1 in Portland. The Westside TIF District Plan involved extensive community involvement, including steering committee meetings, subcommittee meetings, an in-person open house and online survey, and community briefings (see Plan Exhibit B for more details). These community engagement activities were conducted in conformance with the goals and policies of the Portland Comprehensive Plan Chapter 2, as demonstrated in Section 3, Chapter 2 of this report. The Westside TIF District Plan also followed public notice and hearing procedures pursuant to the City’s legislative procedures (Portland Zoning Code, Chapter 33.740). Since engagement was conducted in a manner consistent the Comprehensive Plan and Zoning Code, which implements Goal 1 at a local level, the Westside TIF District Plan is consistent with this goal.

Goal 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: In Portland, Goal 2 is implemented through the 2035 Comprehensive Plan and 2035 Comprehensive Plan Map. This Findings report has been prepared to support the adoption of the Westside TIF District Plan. TIF Districts (referred to as urban renewal plans in the Portland Comprehensive Plan) are considered an implementation tool of the Comprehensive Plan and, per Policy 1.8, a decision to adopt a new urban renewal plan must comply with the Comprehensive Plan. Section 3 of this Findings report demonstrates that the Westside TIF District complies with the applicable principles, goals, and policies of the Comprehensive Plan. No amendments to the Comprehensive Plan or its supporting documents or existing implementation tools are proposed. The Westside TIF District is consistent with Goal 2.

The City Council’s decision is based on the findings in this document, and the findings are based on the evidence presented to the Board of Commissioners of Prosper Portland, the Portland Planning Commission, and Portland City Council that are incorporated in the record that provides the adequate factual basis for this decision. The City Council legislative record specifically incorporates all materials linked on the project website, the reports, memos and presentations provided to the Prosper Portland Board of Commissioners, Planning Commission and City Council; the written and verbal testimony submitted to the Prosper Portland Board of Commissioners, Planning Commission and City Council, and notices sent to the public.

On Prosper Portland’s website, the following link <https://prosperportland.us/east-portland-and-central-city-tif-plans> provides access to a portion of the legislative record. This link was available to the public and City Council during the public hearing process. The City Council’s decision is based on the findings in this document, and the findings are based on the evidence presented to the Board of Commissioners of Prosper



Portland, the Planning Commission, and City Council that are incorporated in the record that provides the adequate factual basis for this decision.

The Westside TIF District is consistent with Goal 2.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: Each category is addressed below.

- ◆ **Natural Resources.** The City protects natural resources by applying environmental zoning to significant natural resources that it identifies through a natural resources inventory. The Westside TIF District Plan does not amend existing natural resource protections or environmental overlay zones (Zoning Code Chapter 33.430).
- ◆ **Scenic Resources.** The City has designated scenic resources in an adopted inventory and protects them through an overlay zone (Zoning Code Chapter 33.480), which address landscaping, setbacks, screening, building facades, and tree removal. The Westside TIF District Plan does not change this program.
- ◆ **Historic Resources.** Identified historic resources (Historic, Conservation, and National Register Landmarks; Historic, Conservation, and National Register Districts; and Significant Resources) are conserved by the City’s Historic Resources overlay zone. The Westside TIF District Plan does not identify any new or remove any existing historic resources and does not affect any of the Historic Resource overlay zone regulations (Zoning Code Chapter 33.445).
- ◆ **Open Spaces.** The Westside TIF District Plan does not propose changes to any of the policies related to open space in the Portland Comprehensive Plan, or amendments to the open space land use designation in the City’s Zoning Code (Zoning Code Chapter 33.100) or Map.

No new Goal 5 program is advanced by this TIF District Plan and no existing Goal 5 program is changed by this Plan. Since the plan provides a potential source of funding for new parks and open space in the District and does not interfere with the implementation of the City’s existing programs that implement this goal, the Westside TIF District Plan is consistent with Goal 5.

Goal 6: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Finding: Goal 6 requires all waste and process discharges from new development, when combined with such discharges from existing development, to comply with applicable state or federal environmental quality statutes, rules, standards, and implementation plans. The Citywide Systems Plan (CSP), adopted as a supporting document of the Comprehensive Plan, describes city facility projects and operations that are regulated by state or federal permit. The CSP directs regulatory compliance with these requirements.



The Westside TIF District Plan does not amend the Citywide Systems Plan and does not interfere with its implementation. No specific new development or redevelopment that could increase waste or process discharges is proposed at this time. Future development and redevelopment within the TIF District will demonstrate compliance with applicable environmental requirements as part of the permitting process. The Westside TIF District Plan is consistent with Goal 6.

Goal 7: Areas Subject to Natural Hazards

To protect people and property from natural hazards.

Finding: Goal 7 requires the City to adopt a comprehensive plan (inventories, policies and implementing measures) to reduce risk to people and property from natural hazards, maintain a current inventory of natural hazards, avoid development in areas where hazards cannot be mitigated, and prohibit essential facilities, hazardous facilities, and major structures in areas where hazards cannot be mitigated.

In Portland, the Hazard Mitigation Plan identifies natural hazards, assesses the related threat and vulnerability to the city's facilities, and recommends mitigation strategies to address high risk assets. The Hazard Mitigation Plan also identifies the types of infrastructure that are important to hazard preparedness and response, which includes essential facilities, critical facilities and infrastructure, lifelines, and high potential loss facilities. The Hazard Mitigation Plan informs the Citywide Systems Plan (CSP) that guides infrastructure investments to meet the City's current and future needs. The Westside TIF District Plan does not amend the CSP and does not propose any changes to essential facilities, critical facilities and infrastructure, lifelines, and high potential loss facilities.

The Westside TIF District Plan does authorize funding for climate and seismic resilience investments. Since the Westside TIF District Plan may be used to improve the resiliency of the City's infrastructure to natural and other hazards within the district, the Plan is consistent with Goal 7.

Goal 8: Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: Goal 8 imposes a general obligation on the City to plan for meeting its residents' recreational needs: "(1) in coordination with private enterprise; (2) in appropriate proportions; and (3) in such quantity, quality and locations as is consistent with the availability of the resources to meet such requirements."

In Portland, Goal 9 is implemented through Policies 3.34, 3.38, Policies 8.92 through 8.96, 8.99, and 8.103, and the City's Parks and Recreation plans and programs. Conformance with relevant Comprehensive Plan policies is demonstrated in this report. No changes are proposed to the City's existing Parks and Recreation plans and programs.



The City's Parks 2020 Vision documents the City's long-term plan to provide a wide variety of high-quality park and recreation services and opportunities for all residents. The Parks 2020 Vision identifies a goal that 100 percent of Portlanders are within a half mile of a Park or Natural Area. As demonstrated in the Westside TIF District Plan, all of the housing units in the Westside District are within a half mile of a park (See Westside TIF Report Appendix A). However, funding streams for repair, replacement, and ADA compliance updates for park facilities in this TIF District are deficient. One of the four project categories in the Westside TIF District Plan is "Open Space and Public Realm," which will provide a potential funding source for park improvements, new parks and open spaces, streetscape improvements, and signage in the District. The Westside TIF District will support implementation of Goal 8 in the TIF District area and is consistent with Goal 8.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: Goal 9 requires cities to develop and implement comprehensive plans and policies that contribute to a stable and healthy economy. Comprehensive plans must include an analysis of economic patterns, potentialities, strengths, and deficiencies; policies concerning economic development; and land use maps that provide for at least an adequate supply of sites for a variety of industrial and commercial uses. The 2035 Comprehensive Plan and the Economic Opportunities Analysis (EOA), which is a supporting document to the Comprehensive Plan, demonstrate compliance with Goal 9. The Westside TIF District Plan does not amend the Comprehensive Plan or EOA. No changes are proposed to the City's Zoning Code or Zoning Map that implement these requirements.

Supporting economic and urban development is a central component of the Westside TIF District Plan. The Plan contains values, goals, and projects aimed at supporting economic prosperity within the District (Westside TIF District Plan, Chapters 2.1, 2.2, 2.3, and 3.1). The District will provide a funding source for economic development projects that support:

- ◆ Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries
- ◆ Small Business Support
- ◆ Rehabilitation of Existing Buildings and Development of New Commercial Space
- ◆ Inclusive Neighborhoods
- ◆ Regional Assets and Destinations
- ◆ Middle Income Housing (60-120 percent of area median income (AMI))



These projects will support the implementation of the Comprehensive Plan’s goals and policies around economic development, as is demonstrated in Section 3, Chapter 6 of this report. Therefore, the Westside TIF District Plan is consistent with Goal 9.

Goal 10: Housing

To provide for the housing needs of citizens of the state.

Finding: Goal 10 specifies that cities must plan for and accommodate needed housing types. It requires cities to inventory their buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. In Portland the 2035 Comprehensive Plan and the Buildable Lands Inventory (BLI) and Housing Needs Analysis (HNA), considered supporting documents to the Comprehensive Plan, implement Goal 10. The Westside TIF District Plan does not amend the Comprehensive Plan, BLI, or HNA. No changes are proposed to the City’s Zoning Code or Zoning Map that implement these requirements.

Affordable Housing is one of four project categories in the Westside TIF District Plan, and the plan contains vision, goals, and projects that support this effort (Westside TIF District Plan, Chapters 2.2, 2.3, and 3.1). In accordance with City policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100 percent or less of area median income (depending on home size). TIF funds may be used to preserve and stabilize existing regulated affordable housing buildings, support development of new affordable multi-dwelling residential uses, and provide gap financing for new multi-dwelling middle-income residential development. These projects will support the implementation of the Comprehensive Plan’s goals and policies around housing, as is demonstrated in Section 3, Chapter 5 of this report. Therefore, the Westside TIF District Plan is consistent with Goal 10.

Goal 11: Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: Goal 11 directs cities and counties to adopt a public facility plan for areas within an Urban Growth Boundary. In Portland, the Citywide Systems Plan (CSP), a supporting document to the Comprehensive Plan, fulfills Goal 11 requirements. The CSP contains information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects, consistent with the requirements of Goal 11.

The Westside TIF District Plan does not amend the CSP and does not propose specific new development that could impact the sufficiency of existing public facilities. The Westside TIF District Plan will provide a source of funding to:



- ◆ Develop new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development.
- ◆ Enhance access for a variety of modes of transportation and users.
- ◆ Pursue innovative infrastructure to meet sustainability and climate goals through innovation.
- ◆ Improve seismic resilience and system capacity upgrades. (Westside TIF District Plan, Chapter 3.1.A)

The Westside TIF District Plan provides a funding source for public facilities and services that support the guiding principles and public facilities policies of the Comprehensive plan, as is demonstrated in Section 3, Chapter 8 of this report. Therefore, the Westside TIF District Plan is consistent with Goal 11.

Goal 12: Transportation

To provide and encourage a safe, convenient and economic transportation system.

Finding: Goal 12 requires Portland to adopt a Transportation System Plan (TSP) that supports safe, convenient, and economical movement of people and goods, and supports a pattern of travel that will avoid air pollution, traffic and livability problems. Parts, but not all, of the City’s TSP must be adopted as part of the Comprehensive Plan. The Westside TIF District Plan does not amend the Comprehensive Plan or the City’s TSP and does not propose any changes or development that would impact an existing or planned transportation facility.

One of the goals of the Westside TIF District Plan is to provide safe, accessible, and comfortable pedestrian and bicycle networks within the area, including improved local access to businesses, schools, parks and other institutions within the district. The Westside TIF District Plan will provide a source of funding for new streets, street improvements, bike lanes, as well as projects that improve pedestrian and bicycle safety and connectivity, enhance accessibility for individuals with mobility challenges, and prioritize pedestrian-scale lighting (see Chapter 4.2 of the Westside TIF District Plan). The Westside TIF District Plan projects support the applicable transportation policies of the Comprehensive Plan, as is demonstrated in Section 3, Chapter 9 of this report.

Because the Westside TIF District Plan does not amend any of the City’s existing policies or programs that implement Goal 12, and TIF projects will support a safe and convenient transportation system within the District, the Westside TIF District Plan is consistent with Goal 12.

Goal 13: Energy Conservation

To conserve energy.

Finding: Goal 13 requires that cities use land use planning to contribute to energy conservation. The Westside TIF District Plan does not adopt or amend a local energy



policy or implement provisions. The Westside TIF District Plan authorizes funding to support compact commercial and multi-dwelling development near amenities and services, and funding for street and utilities improvements that support vertical development, including innovative infrastructure to meet sustainability and climate goals. These projects may support energy conservation in and around the TIF District. The Westside TIF District is therefore consistent with Goal 13.

Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding: Metro exercises Goal 14 obligations on behalf of Portland and other cities within the Metropolitan region. Metro has adopted an Urban Growth Management Functional Plan (UGMFP) and compliance with this plan by constituent cities assures compliance with Goal 14. The Westside TIF District Plan does not impact Portland’s compliance with Metro’s UGMFP and does not require, nor initiate, an urban growth boundary change.

As discussed above under Goal 10, the Westside TIF District Plan will support residential development in the Plan area, located inside the urban growth boundary, further enabling the City to accommodate its forecasted growth. Therefore, the Westside TIF District Plan is consistent with the requirements of Goal 14.

Goal 15: Willamette River Greenway

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Finding: Goal 15 requires cities to adopt local greenway plans, along with criteria for new development, new uses, and the increase of uses along the river. Portland implements Goal 15 through application of the Greenway and River overlay zones. The Westside TIF District does overlap with a portion of Portland’s Willamette River Greenway. However, the Westside TIF District Plan does not modify the City’s inventory of greenway resources or uses, nor does it amend the City’s Greenway and River overlay zones or other land use regulations within the greenway. Any future development within the TIF District and the Greenway and/or River overlay zones will be required to demonstrate compliance with these regulations at the time of development. Therefore, the Westside TIF District Plan is consistent with Goal 15.



3. Portland Comprehensive Plan

The Comprehensive Plan contains a broad range of policies for the City Council to consider when evaluating whether the proposed TIF Plan is in compliance with the Comprehensive Plan. Each policy in the Comprehensive Plan describes a desirable outcome; however, not all policies are relevant to each particular decision, and it is not required that the proposed TIF Plan advance all of the policies equally well. For this reason, Comprehensive Plan policies are first examined for their applicability to the decision at hand, and then “only applicable policies are considered” (Comp. Plan p. HTU-5).

Guiding Principles

Economic Prosperity.

Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

Finding: Economic prosperity is central to the Westside TIF District Plan. The Westside TIF District Plan values, vision, and goals that directly align with the Comprehensive Plan’s guiding principle of economic prosperity include, but are not limited to, the following:

- ◆ Values (Chapter 2.1):
 - Equity, Inclusivity, and Accessibility
 - Innovation
 - Preserve and Promote Diversity
 - Community Stabilization and Prosperity
 - Business Growth and Vitality
 - Central City as a Destination
- ◆ Vision (Chapter 2.2):
 - Economically competitive with robust and expanding business and development activity in line with region’s long term growth management plans and Central City 2035 employment and inclusive growth management goals. Urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.
 - National leader for innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship, and civic engagement.
- ◆ Goals (Chapter 2.3 of the Plan document):



- Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth.
- Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.
- Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.
- Maintain the economic and cultural diversity of the district and minimize or mitigate involuntary displacement resulting from new development.

One of the Plan’s four categories of proposed projects and major activities is economic and urban development (Westside TIF District Plan, Chapter 3.1). Under this category, Tax Increment Financing funds may be used for activities that support:

- ◆ Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries
- ◆ Small Business Support
- ◆ Rehabilitation of Existing Buildings and Development of New Commercial Space
- ◆ Inclusive Neighborhoods
- ◆ Regional Assets and Destinations
- ◆ Middle-Income Housing (60-120 percent of area median income (AMI))

Because the planned projects will advance economic prosperity in the District, the Westside TIF District Plan is consistent with the economic prosperity guiding principle. See also additional findings for relevant policies in Chapters 5 and 6.

Human Health.

Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

Finding: One of the goals of the Westside TIF District Plan is to “design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.”

The area’s current pedestrian and bicycle facility network does not adequately provide safety and the ability to live healthy, active lives. As shown in the Westside TIF Report, SW Broadway, W Burnside Street, and 4th Avenue through the Westside TIF District are



all part of the Vision Zero High Crash Network, and nearly all the high crash intersections on these streets are within or near the proposed TIF District boundaries.

To support the Plan’s goal of supporting physically and socially active healthy lifestyles, and to improve transportation safety, the Plan’s Tax Increment Financing funds may be used for projects that:

- ◆ Create connectivity within and between districts.
- ◆ Enhance accessibility for individuals with mobility challenges
- ◆ Renew the Central City’s Westside through inclusive placemaking, beautification and activation of public spaces to foster a welcoming, vibrant center for Portland.
- ◆ Implement placemaking strategies to support activation (new and existing), including via car-free zones.
- ◆ Provide new streets, street improvements, and bike lanes to serve and provide better access to new district development at Broadway Corridor and other large westside sites.
- ◆ Enhance access for a variety of modes of transportation and users.
- ◆ Pursue innovative infrastructure to meet sustainability and climate goals through innovation.

Through these projects, the TIF District Plan will help advance human health for residents in and around the District. Therefore, the Westside TIF District Plan conforms with this guiding principle.

Environmental Health.

Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland’s air, water and land.

Finding: “Resiliency and Sustainability” is one of the values that provides direction for the process of planning, implementing, and overseeing TIF investment within the Westside TIF District. As shown in the Westside TIF Report, the area currently experiences poor air quality conditions compared to Portland overall with higher associated respiratory health risks. In support of the City’s guiding principle for environmental health, the TIF District will provide funding for projects that:

- ◆ Support renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements
- ◆ Pursue innovative infrastructure to meet sustainability and climate goals through innovation.
- ◆ Improve seismic resilience and system capacity upgrades.
- ◆ Create connectivity within and between districts



- ◆ Provide street improvements and new bike lanes to serve and provide better access to new district development

These projects will help support environmentally sustainable development within accessible, walkable, bikeable 20-minute communities, and support energy efficiency and climate resiliency in the TIF District. Therefore, the Westside TIF District Plan conforms with this guiding principle.

Equity.

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and underrepresented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland's history.

Finding: “Equity, Inclusivity, and Accessibility” is one of the values that provide direction for the process of planning, implementing and overseeing TIF investment within the Westside District. Development of the TIF District Plan involved an engagement process that gathered feedback and insight from a robust range of community stakeholders to inform the TIF district boundaries, visions, values, goals, project list, investment priorities, and governance considerations. Engagement with community stakeholders also sought to ensure that the TIF districts, plans, and reports adequately addressed and prioritized community needs, challenges, and opportunities (Westside TIF District Plan, Exhibit B).

As Portland anticipates growth, the areas within the Westside TIF District are envisioned as the region's core office employment district, a retail and tourism center, as well as a hub for government and cultural services. The Westside TIF District Plan establishes a community-vetted vision around ensuring the planning, investment, and implementation of its TIF projects support the needs of people of all ages, incomes, and abilities and supports the area's growing racial, cultural, and economic diversity (Westside TIF District Plan, Chapter 2.2). The Westside TIF District Plan's community-affirmed goals also work to maintain cultural diversity and minimize or mitigate involuntary displacement resulting from new development (Westside TIF District Plan, Chapter 2.3). The plan's projects will increase affordable housing options near jobs, transit, and amenities that will help can create a vibrant and thriving urban core that benefits everyone. The Westside TIF District Plan is therefore consistent with this guiding principle.

Resilience.

Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.



Finding: “Resiliency and Sustainability” is one of the values that provide direction for the process of planning, implementing and overseeing TIF investment within the Westside District. In support of this value, the TIF District will provide funding for projects that:

- ◆ Support renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements
- ◆ Pursue innovative infrastructure to meet sustainability and climate goals through innovation.
- ◆ Improve seismic resilience and system capacity upgrades.
- ◆ Create connectivity within and between districts
- ◆ Provide street improvements and new bike lanes to serve and provide better access to new district development

These projects will reduce risk and improve climate resiliency in the District. Therefore, the Westside TIF District Plan conforms with this guiding principle.

Chapter 1: The Plan

Goals

Goal 1.A Multiple goals

Portland’s Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

Finding: This report includes findings in response to the Comprehensive Plan’s Guiding Principles of economic prosperity, human health, environmental health, equity, and resilience (see Guiding Principles section above). The findings in the Guiding Principles section demonstrate that the Westside TIF District Plan supports the multiple goals of the Comprehensive Plan to ensure Portland is prosperous, healthy, equitable, and resilient. The TIF District Plan is therefore consistent with Goal 1.A.

Goal 1.B Regional partnerships

Portland’s Comprehensive Plan acknowledges Portland’s role within the region, and it is coordinated with the policies of governmental partners.

Finding: Representatives from Portland Parks and Recreation, Bureau of Environmental Services, Portland Water Bureau, Portland Bureau of Transportation, Bureau of Planning Services, and Portland Housing Bureau were invited to attend all steering committee and subcommittee meetings, as well as being included in regular email updates



throughout the exploration process. Staff representatives from the various agencies reviewed draft plans and provided input on the Existing Conditions Report (Appendix A, included as an attachment to the TIF Report). The TIF District Plan is consistent with Goal 1.B.

Goal 1.C A well-functioning plan

Portland's Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

Finding: No changes are proposed to the Comprehensive Plan through this TIF District Plan. This goal does not apply.

Goal 1.D Implementation tools

Portland's Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public's current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

Finding: Policy 1.8 of the Comprehensive Plan identifies Urban Renewal Plans as implementation tools and requires that a decision to adopt a new urban renewal district must comply with the Comprehensive Plan. The Westside TIF District Plan proposes a new urban renewal district, referred to in the Plan and this report as a tax increment finance district. Therefore, the Westside TIF District Plan must demonstrate compliance with the Comprehensive Plan. This Findings report and associated documents demonstrate compliance with the applicable principles, goals, and policies of the Comprehensive Plan. The TIF District Plan is therefore in compliance with Goal 1.D.

Goal 1.E Administration

Portland's Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan as a whole. It is administered in accordance with regional plans and state and federal law.

Finding: No changes are proposed to the Comprehensive Plan administration procedures. This goal does not apply.

Policies

THE COMPREHENSIVE PLAN

This section identifies the elements of the Comprehensive Plan. See Figure 1-1 — Comprehensive Plan Package.

Policy 1.1 Comprehensive Plan elements

Maintain a Comprehensive Plan that includes these elements:...



Finding: The TIF District plan does not propose changes to any of the Comprehensive Plan elements listed in Policy 1.1. This policy does not apply.

SUPPORTING DOCUMENTS

The supporting documents contain the factual information or public facility assessments that are used to develop the Comprehensive Plan; they are not elements of the Comprehensive Plan itself.

Policy 1.2 Comprehensive Plan supporting documents

Comprehensive Plan supporting documents. Maintain and periodically update the following Comprehensive Plan supporting documents.

Finding: The Westside TIF District Plan does not amend any of the Comprehensive Plan supporting documents listed in Policy 1.2. This policy does not apply.

IMPLEMENTATION TOOLS

These policies identify and describe the Comprehensive Plan implementation tools.

Policy 1.3 Implementation tools subject to the Comprehensive Plan

Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan. Implementation tools include those identified in Policies 1.4 through 1.9.

Finding: Policy 1.8 of the Comprehensive Plan identifies Urban Renewal Plans as implementation tools. Therefore, the Westside TIF District Plan must demonstrate compliance with the Comprehensive Plan. Section 3 of this Findings report demonstrates compliance with the applicable principles, goals, and policies of the Comprehensive Plan. The TIF District Plan is therefore in compliance with Policy 1.3.

Policy 1.4 Zoning Code

Policy 1.5 Zoning Map

Finding: No changes are proposed to the Zoning Code or Zoning Map. Policies 1.4 and 1.5 do not apply.

Policy 1.6 Service coordination agreements

Maintain coordination agreements with local governments of adjoining jurisdictions concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and public school districts concerning educational facilities within Portland's Urban Services Boundary.

Finding: The City maintains several intergovernmental agreements concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and with public school districts. The Westside TIF District Plan does not propose changes to these coordination agreements. Therefore, this policy does not apply.



Policy 1.7 Annexations

Provide a process incorporating urban and urbanizable land within the City's Urban Services Boundary through annexation. See policies 8.11 -8.19 for service extension requirements for annexations.

Finding. This TIF District Plan does not involve an annexation. All land within the proposed TIF District is currently within City's Urban Services Boundary. This policy does not apply.

Policy 1.8 Urban renewal plans

Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, adopt or amend goals and objectives that will guide investment priorities within a district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan.

Finding: The Westside TIF District Plan proposes a new urban renewal district, referred to in the Plan and this report as a tax increment finance district. This policy requires that the Westside TIF District Plan must demonstrate compliance with the Comprehensive Plan. The Comprehensive Plan defines "comply" to mean the plan is, on balance, supportive of the comprehensive plan as a whole. This Findings report serves to demonstrate that the Westside TIF District Plan is, on balance, supportive with the applicable principles, goals, and policies of the Comprehensive Plan. The TIF District Plan is therefore in compliance with Policy 1.8.

Policy 1.9 Development agreements

Consider development agreements entered into by the City of Portland and pursuant to Oregon Revised Statute 94 a Comprehensive Plan implementation tool.

Finding: The Westside TIF District Plan does not affect nor necessitate development agreements at this time. Policy 1.9 does not apply.

Administration

Future work to update the Comprehensive Plan will generally respond to mandates, community needs, new information, and/or identified or potential land use problems, and will be based on the best available data, science, and analytical tools. Projects may be focused on a particular geographic area or may address a particular issue or set of issues and may result in amendments to the Comprehensive Plan, a supporting document, and/or an implementation tool.

To effectively administer the Comprehensive Plan, amendments to an element of the Plan or an implementation tool must forward the overall intent of the Plan as a whole. The policies in this section apply to legislative and, in some cases, quasi-judicial amendments, to the Plan or an implementation tool.



Policy 1.10 Compliance with the Comprehensive Plan

Ensure that amendments to the Comprehensive Plan’s elements, supporting documents, and implementation tools comply with the Comprehensive Plan. “Comply” means that amendments must be evaluated against the Comprehensive Plan’s applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan as a whole than the existing language or designation.

1.10.a. Legislative amendments to the Comprehensive Plan’s elements and implementation tools must also comply with the Guiding Principles.

1.10.b. Legislative amendments to the Comprehensive Plan’s elements should be based on the factual basis established in the supporting documents as updated and amended over time.

1.10.c. Amendments to the Zoning Map are considered to be in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map, the amendment is to a corresponding or allowed zone, and current public services are capable of supporting the uses allowed by the zone, or that public services can be made capable by the time the development is complete. See Policy 10.3 for additional guidance on Zoning Map amendments.

Finding: The Westside TIF District Plan proposes a new urban renewal district, referred to in the Plan and this report as a tax increment finance district. This policy requires that the Westside TIF District Plan demonstrate compliance with the Comprehensive Plan. The Comprehensive Plan defines “comply” to mean the plan is, on balance, supportive of the Comprehensive Plan as a whole.

The TIF District Plan particularly supports the following guiding principles and goals, and has weighed these elements heavily:

Guiding Principles

- ◆ Economic Prosperity
- ◆ Human Health
- ◆ Environmental Health
- ◆ Equity
- ◆ Resilience

Goals

- ◆ 1.D Implementation tools
- ◆ 2.A Community involvement as a partnership
- ◆ 2.B Social justice and equity
- ◆ 2.C Value community wisdom and participation
- ◆ 2.D Accountability and transparency



- ◆ 2.E Meaningful participation
- ◆ 2.F Accessible and effective participation
- ◆ 2.G Strong civic infrastructure
- ◆ 3.A A city designed for people
- ◆ 3.B A climate and hazard resilient urban form
- ◆ 3.C Focused growth
- ◆ 3.F Employment districts
- ◆ 5.A Housing diversity
- ◆ 5.B Equitable access to housing
- ◆ 5.C Healthy connected city
- ◆ 5.D Affordable housing
- ◆ 6.A Prosperity
- ◆ 6.B Development
- ◆ 6.C Business district vitality
- ◆ 7.A Climate
- ◆ 7.C Resilience
- ◆ 8.A Quality public facilities and services
- ◆ 8.B Multiple benefits
- ◆ 8.C Reliability and resiliency
- ◆ 8.D Public rights-of-way
- ◆ 8.E Sanitary and stormwater systems
- ◆ 8.F Flood management
- ◆ 8.H Parks, natural areas, and recreation
- ◆ 9.A Safety
- ◆ 9.B Multiple goals
- ◆ 9.C Great places
- ◆ 9.D Environmentally sustainable
- ◆ 9.E Equitable transportation
- ◆ 9.F Positive health outcomes
- ◆ 9.G Opportunities for prosperity

This Findings report contains additional detail on the TIF District Plan’s support for policies related to these goals. This Findings report, along with the TIF Report and Plan, demonstrate that Westside TIF District Plan is, on balance, supportive of the principles,



goals, and policies of the Comprehensive Plan. The TIF District Plan is therefore in compliance with Policy 1.10.

Policy 1.11 Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary

Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland metropolitan area.

Finding: The Westside TIF District will not alter the Comprehensive Plan, which has demonstrated consistency with the Metro Urban Growth Functional Management Plan. This policy does not require that TIF District plans demonstrate further compliance with Metro Urban Growth Functional Management Plan policies. This policy does not apply.

Policy 1.12 Consistency with Statewide Planning Goals

Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

Finding: Since the Westside TIF District Plan is defined as an implementation tool by Policy 1.8, this Findings reports must demonstrate consistency with Statewide Planning Goals. Consistency with Statewide Planning Goals is demonstrated in Section 2 of this report. The Westside TIF District Plan is consistent with Policy 1.12.

Policy 1.13 Consistency with state and federal regulations

Ensure that the Comprehensive Plan remains consistent with all applicable state and federal regulations, and that implementation measures for the Comprehensive Plan are well coordinated with other City activities that respond to state and federal regulations.

Finding: The Citywide Systems Plan (CSP), adopted as a supporting document of the Comprehensive Plan, describes city facility projects and operations that are regulated by state or federal permit and directs regulatory compliance with these requirements. The Westside TIF District Plan does not amend the Citywide Systems Plan and does not interfere with its implementation. This Findings report and associated documents demonstrate consistency with relevant Oregon Revised Statutes (Chapter 457) and Statewide Planning Goals, as demonstrated in Sections 1 and 2 of this report.

Policy 1.14 Public facility adequacy

Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland's urban services boundaries, as established by Policies 8.2 and 8.6.

Finding: The TIF District Plan does not change the zoned capacity within the TIF District; any future development funded by TIF investments will not add planned pressures to public facilities. Per Policy 1.8, this Westside TIF District Plan is considered an implementation tool. Street and utilities improvements is one of the Westside TIF District Plan's four project categories. The Plan authorizes funding for:



- ◆ Develop new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development at Broadway Corridor and other large westside sites.
- ◆ Enhance access for a variety of modes of transportation and users.
- ◆ Pursue innovative infrastructure to meet sustainability and climate goals through innovation.
- ◆ Improve seismic resilience and system capacity upgrades.

Policy 1.15 Intergovernmental coordination

Strive to administer the Comprehensive Plan elements and implementation tools in a manner that:

- a. *Supports the efforts and fiscal health of the City, county and regional governments, and partner agencies such as school districts and transit agencies.*
- b. *Supports the cultural practices and fiscal health of tribal nations.*

Finding: Multnomah County and Portland Public Schools were engaged in the TIF exploration process and briefed on potential financial impacts of establishing new TIF districts. The Westside TIF District will provide critical resources for the Housing Production Strategy, and over time can increase revenues via increases in tax value and generation of system development charges (SDCs) via development. TIF funds can also be used as a funding match when pursuing federal funds that could benefit the region. The TIF District Plan is consistent with Policy 1.15.

Policy 1.16 Planning Commission review

Ensure the Planning Commission (PC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PC advises City Council on the City's long-range goals, policies, and programs for land use and planning. The membership and powers and duties of the PC are described in the Zoning Code.

Finding: This TIF District Plan is defined as an implementation tool and must follow the procedure for Planning Commission review and recommendation described in Policy 1.16. The Westside TIF District Plan followed public notice and hearing procedures pursuant to the City's legislative procedures (Portland Zoning Code, Chapter 33.740). The Planning Commission reviewed the Westside TIF District Plan and voted to recommend it to City Council at a public hearing on October 8, 2024. The Planning Commission fulfilled its responsibilities as outlined in this policy. The Westside TIF District Plan is therefore consistent with this policy.

Policy 1.17 Community Involvement Committee

Establish a Community Involvement Committee to oversee the Community Involvement Program for land use decisions as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.



Finding: The City has an established Community Involvement Committee that oversees the Community Involvement Program for land use decisions. No changes are proposed to the Community Involvement Committee through this TIF District Plan. This policy does not apply.

Policy 1.18 Quasi-judicial amendments to the Comprehensive Plan Map

Applicants for quasi-judicial amendments to the Comprehensive Plan Map must show that the requested change adheres to Policies 1.10 through 1.15 and:...

Finding: No quasi-judicial amendments to the Comprehensive Plan Map are proposed. This policy does not apply.

Policy 1.19 Area-specific plans

Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

1.19.a. *Area-specific plans that are adopted after May 24, 2018 should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses. See Figure 1-3 – Area Specific Plans Adopted by Ordinance After May 24, 2018.*

1.19.b. *Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.*

1.19.c. *Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to May 24, 2018 are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan. See Figure 1-2, Area-Specific Plans Adopted by Ordinance Prior to May 24, 2018, and Figure 7-2 — Adopted Environmental Plans.*

Finding: Policy 1.19 provides direction on using area-specific plans to provide additional detail or refinements for specific geographies within the City. The Westside TIF District Plan does not include or amend any area specific plans and does not impact the City's ability to implement this policy. Policy 1.19 states that area-specific plans may amend the Comprehensive Plan and its implementation tools. The Central City 2035 Plan is included in Figure 1-3. Area Specific Plans Adopted by Ordinance After May 24, 2018, and amended the Comprehensive Plan. The Westside TIF District is located within the Central City Plan district. Therefore, this Findings report addresses relevant components



of the Central City 2035 Plan (see Section 5). The Westside TIF District Plan is therefore consistent with Policy 1.19.

Chapter 2: Community Involvement

Goals

Goal 2.A Community involvement as a partnership

The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, Neighborhood Associations, Business Associations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions. Partnerships with historically under-served and under-represented communities must be paired with the City's neighborhood organizations to create a robust and inclusive community involvement system.

Finding: The development of the Westside TIF District Plan included a nine-month-long extensive engagement process with key stakeholders and the broader community to inform the TIF District boundaries, vision, values, goals, project list, investment priorities, and governance considerations. The Central City TIF Exploration engagement plan incorporated five steering committee meetings, three subcommittee meetings, briefings and Q&A sessions with stakeholder organizations, an in-person open house, and online survey to ensure ample opportunity for community residents to review draft district geographies, TIF-specific project lists and provide feedback to inform revisions and a final set of recommendations (Westside TIF District Plan, Exhibit B). The Steering Committee was comprised of 40 individuals with representation ranging from affordable housing development, market rate housing development, design, architecture, engineering, property management, property development, business district/associations, neighborhood organizations, large scale employers, key opportunity sites, nonprofit, advocacy, and municipal taxing jurisdictions. This extensive engagement process ensured that the TIF District Plan and Report adequately addressed and prioritized community needs, challenges, and opportunities. The Westside TIF District Plan is consistent with Goal 2.A.

Goal 2.B Social justice and equity

The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

Finding: To improve its planning and investment-related decisions and expand choice and opportunity, the Westside TIF District Plan establishes a community-vetted vision



around ensuring the planning, investment, and implementation of its TIF projects support the needs of people of all ages, incomes, and abilities and supports the area's growing racial, cultural, and economic diversity (Westside TIF District Plan, Chapter 2.2). The Westside TIF District Plan community-affirmed goals also work to maintain cultural diversity and minimize or mitigate involuntary displacement resulting from new development (Westside TIF District Plan, Chapter 2.3). The Westside TIF District Plan is consistent with Goal 2.B.

Goal 2.C Value community wisdom and participation

Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

Finding: The Westside TIF District Plan engagement process incorporated the input and perspectives of neighborhood associations, business districts, and relevant community organizations and coalitions, which together capture and support many diverse needs and cultural perspectives. The Westside TIF District Plan is consistent with Goal 2.C.

Goal 2.D Transparency and accountability

City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is taken into account. Accountability includes monitoring and reporting outcomes.

Finding: As stated in Chapter 4.1 of the Westside TIF District Plan, the implementation of the TIF District Plan will be informed by ongoing community engagement, involvement, and input from community leadership through the establishment of ad hoc advisory committee advising. This advisory committee of community stakeholders will be convened to inform future Five-Year Action Plans for the Westside TIF District as the main mechanism for ongoing reporting and implementation oversight. The Westside TIF District Plan is consistent with Goal 2.D.

Goal 2.E Meaningful participation

Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

Finding: A Steering Committee, Subcommittee, Working Groups, surveys, open houses, and direct engagement targeted to those who live and/or work within the Westside TIF District area ensured a multitude of ways for community stakeholders to meaningfully participate in and influence the Westside TIF exploration planning and investment decision-making processes. The information gathered from the Steering Committee, open house, online survey, and community briefings were utilized to develop revised



district boundaries, project lists, and priorities. The Westside TIF District Plan also followed public notice and hearing procedures pursuant to the City’s legislative procedures (Portland Zoning Code, Chapter 33.740), which provided further opportunities for meaningful participation in the decision-making process (Westside TIF District Plan, Exhibit B).

Goal 2.F Accessible and effective participation

City planning and investment decision-making processes are designed to be accessible and effective, and responsive to the needs of all communities and cultures. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-responsive, and robust community involvement.

Finding: With a Steering Committee, Subcommittee, Working Groups, surveys, open houses, and direct engagement, the Westside TIF District Plan ensured a multitude of ways for community stakeholders to access and participate in the Central City TIF Exploration planning and investment decision-making processes. Coupled with various communication tactics, including social media promotion, Central City TIF Exploration webpage, an online survey, and emails to the interested parties list (individuals who signed up for Central City TIF Exploration updates), this multi-pronged engagement plan draws from best practices of robust and intentional community engagement.

Goal 2.G Strong civic infrastructure

Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

Finding: The Westside TIF District Plan offered honoraria to members offering a unique perspective and expertise to Prosper Portland on the issues of race, ethnicity, and other socio-economic disparities. The engagement process also included hosting optional office hours on various topics for members looking for further understanding and/or deep dive into specific topics. The TIF District Plan is consistent with Goal 2.G.

Policies

Ongoing community involvement practices, procedures, and programs are a necessary foundation for project-specific community involvement efforts. Many of the policies in this chapter are intended to build on community wisdom, expand community knowledge, and improve City staff capacity to work effectively with an increasingly diverse and growing Portland population.

PARTNERS IN DECISION MAKING

Portland benefits when community members are meaningfully involved in planning and investment decisions. By building and maintaining partnerships with individuals and a wide range of formal and informal organizations that represent a variety of interests, the City of Portland government will have a better understanding of various communities’ diverse needs and concerns. These policies



support building and maintaining strong and supportive relationships with an increasingly diverse and growing Portland population.

Policy 2.1 Partnerships and coordination

Maintain partnerships and coordinate land use engagement with:

2.1.a. *Individual community members.*

2.1.b. *Communities of color (including those whose families have been in this area for generations such as Native Americans, African Americans, and descendants of immigrants), low-income populations, Limited English Proficient (LEP) communities, Native American communities, immigrants and refugees, and other under-served and under-represented communities.*

2.1.c. *District coalitions, Neighborhood Associations, watershed councils, and business district associations as local experts and communication channels for place-based projects.*

2.1.d. *Businesses, unions, employees, and related organizations that reflect Portland's diversity as the center of regional economic and cultural activity.*

2.1.e. *Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.*

2.1.f. *People experiencing disabilities.*

2.1.g. *Institutions, governments, and tribal nations.*

Finding: Westside TIF District Plan values, vision, and goals were affirmed and vetted by a Steering Committee composed of key community stakeholders (Westside TIF District Plan, Chapters 2.1, 2.2, 2.3). Stakeholders represented a range from affordable housing development, market-rate housing development, design, architecture, engineering, property management, property development, business districts/associations, neighborhood organizations, large-scale employers, key opportunity sites, nonprofits, advocacy, and municipal taxing jurisdictions (Westside TIF District Plan, Exhibit B). Additionally, representatives from various City bureaus, including the Portland Housing Bureau, Bureau of Planning and Sustainability, Portland Bureau of Transportation, Bureau of Environmental Services, Portland Public Schools, and Portland Parks and Recreation participated in this process. During the briefing process, multiple additional organizations, neighborhood associations, and business districts were reached, including Go Lloyd, Central Eastside Industrial Council, Pearl District Neighborhood Association, Old Town Community Association, Venture Portland, and Central City Coalition.

Policy 2.2 Broaden partnerships

Work with district coalitions, Neighborhood Associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, Neighborhood



Associations, business district associations, culturally-specific organizations, and community-based organizations.

Finding: The engagement process was initiated through a Central City TIF Exploration Steering Committee. The Steering Committee was comprised of 40 individuals representing a wide range of groups and interests, including business districts/associations, neighborhood organizations, nonprofits, advocacy groups, and City representatives. Steering Committee members were tasked with providing high-level input and feedback related to the vision, values, and goals as guiding principles for each district before breaking out into subcommittee conversations.

ENVIRONMENTAL JUSTICE

Policy 2.3 Extend benefits

Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

Finding: To ensure the equitable distribution of access to environmental assets and benefits, the Westside TIF District Plan institutes a vision and a set of goals to commit to and support the promotion of environmental justice (Chapters 2.1, 2.2, 2.3). The community affirmed Westside TIF District Plan's vision includes livable neighborhoods, connected and efficient transportation networks, and human-scaled accessible streets, connections, parks, open space, and recreation opportunities. The community-vetted Westside TIF District Plan goals that support this vision include designing neighborhoods to include plazas, parks, open spaces, and recreation opportunities, access to healthy food and active transportation, and the redevelopment of large sites that include new compatible uses, green buildings, and infrastructure (Westside TIF District Plan, Chapter 2.3).

Policy 2.4 Eliminate burdens

Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

2.4.a. *Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.*

2.4.b. *Use plans and investments to address disproportionate burdens of previous decisions.*

Finding: The mitigation and/or elimination of disproportionate burdens associated with the Westside TIF District Plan's investments and implementation will be advanced in a manner consistent with the goals, values, and implementation principles identified in Chapters 2.1, 2.2., and 2.3 of the Westside TIF District Plan. Specifically, the TIF District Plan includes goals to minimize or mitigate involuntary displacement resulting



from new development and expand the economic opportunities for all groups facing longstanding disparities, including education, housing, and employment, so that they can achieve equitable benefits of development and economic prosperity (Westside TIF District Plan, Chapter 2.3).

INVEST IN EDUCATION AND TRAINING

Both the community and City representatives must have the capacity to work together as effective partners. Ongoing investment in education and training leads to better informed community members who then have increased capacity to participate effectively.

Community involvement-focused professional development training helps improve City staff's ability to work with and learn from community members. These policies support both community and agency capacity building.

Policy 2.5 Community capacity building

Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes.

Finding: The Westside TIF District Plan supported community capacity building by offering honoraria to members offering a unique perspective and expertise to Prosper Portland on the issues of race, ethnicity, and other socio-economic disparities, as well as optional office hours on various topics for members to build knowledge and skills on additional topics. The TIF District Plan is consistent with Policy 2.5.

Policy 2.6 Land use literacy

Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes.

Finding: Phase 3 of the Westside TIF District's engagement efforts is consistent with Policy 2.6. Through an in-person open house featuring presentations, Q&A sessions, and interactive stations, alongside an online survey and targeted briefings with stakeholders, this phase of engagement gathered diverse community feedback. Approximately 335 points of input were collected, informing revisions to district boundaries and investment priorities. Ongoing briefings with neighborhood associations and business districts continued to foster dialogue and transparency. This structured approach ensured that community perspectives on housing, retail, and placemaking priorities were integrated into the district's development plans, exemplifying a comprehensive effort to educate and empower stakeholders in the decision-making process.

Policy 2.7 Agency capacity building

Increase City staff's capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.



Finding: Proper staff utilized administrative funds to increase staff capacity and skills throughout the Central City TIF Exploration community involvement process (Westside TIF District Plan, Exhibit B). These funds were pulled from the Plan Administration portion of the budget provided by the City General Fund and used to employ staff and consultants to engage in work called for by the TIF District Plans. The support of additional staff and consultants supported the expanded outreach and meaningful engagement with diverse community members, therefore aligning the Westside engagement process with Policy 2.7.

COMMUNITY ASSESSMENT

City staff must build and maintain their understanding of community demographics, trends, and needs. Community members should have opportunities to share how conditions and needs affect them. The following policies support effective two-way communication between City government and communities and encourage community-level data gathering and information sharing in planning and investment processes.

Policy 2.8 Channels of communication

Maintain two-way channels of communication among City Council, the Planning Commission (PC), project advisory committees, City staff, and community members.

Finding: The City has established processes of communication among the City Council, the Planning Commission (PC), project advisory committees, City staff, and community members. Staff from City bureaus including Portland Parks and Recreation, Bureau of Environmental Services, Portland Water Bureau, Portland Bureau of Transportation, Bureau of Planning Services, and Portland Housing Bureau were also involved in the exploration process and inventory of existing conditions included in Appendix A of the Westside TIF District Report. The Westside TIF District Plan does not alter these established processes of communication and is, therefore, in accordance with Policy 2.8. Furthermore, as described in Chapter 4.1 of the Westside TIF District Plan, ongoing community involvement will maintain these two-way channels by establishing the makeup of any standing advisory committee(s), as well as the scope of authority for such committees in relation to the Planning Commission and City Council.

Policy 2.9 Community analysis

Collect and evaluate data, including community validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

Finding: As outlined in Appendix A of the Westside TIF District Report, the Central City TIF Exploration Steering Committee utilized various data sources to assess the creation of TIF districts across all Central City subdistricts. These included the American Community Survey (ACS), market platforms, federal bureaus, and local data sources. Additionally, Prosper Portland's 2023 Economic and Market Conditions Report provided insights into demographics, employment trends, industry dynamics, housing trends, and commercial real estate before and after COVID-19, addressing the unique conditions



and recovery prospects of each subdistrict. In addition to the sources outlined in Appendix A of the TIF District Report, public engagement efforts for the Westside District included online surveys and a community open house, which together gathered 335 points of feedback, enhancing the steering committee’s understanding of community needs and priorities.

Policy 2.10 Community participation in data collection

Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

Finding: As described in Attachment A of the Westside TIF District Report, Prosper Portland’s 2023 Economic and Market Conditions Report provided insights into demographics, employment trends, industry dynamics, housing trends, and commercial real estate before and after COVID-19, addressing the unique conditions and recovery prospects of each subdistrict. From the interpretation and evaluation of the TIF District’s economic and market conditions and data analysis of demographics, the Central City TIF Exploration Steering Committee was given the opportunity to share input and recommendations on the creation of the Westside TIF District. Furthermore, as part of Phase 2 of the Central City TIF Exploration engagement process described in (Westside TIF District Plan, Exhibit B), Subcommittee meetings included District-area-specific background information sharing, data analysis, and mapping exercises, which informed the Subcommittee’s recommendations on developing draft district boundaries, project lists, and investment phasing principles.

Policy 2.11 Open data

Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City.

Finding: As clearly stated in Chapter 4.1 of the Westside TIF District Plan, Prosper Portland will develop Five Year Action Plans for the Westside TIF District Plan as part of the ongoing community engagement process. These action plans will be the main mechanism for the ongoing reporting of data collected and generated in relation to the Westside TIF, along with implementation oversight. These recurring Five Year Action Plans will be undertaken with community leadership, input, and involvement through the convening of an ad hoc advisory committee that will advise Prosper Portland’s executive director and Portland Housing Bureau’s Director on the development of such plans.

TRANSPARENCY AND ACCOUNTABILITY

The City is committed to improving transparency in community involvement processes related to planning and investment decisions. When community members have a better understanding of a process, they are better able to participate effectively. Improved transparency and communication allows the City to better understand community opinions and needs, resulting in improved decisions.



The following policies articulate how and when planning and investment decisions are made; the community's role in decision-making processes; and what the community can expect from the City of Portland.

Policy 2.12 Roles and responsibilities

Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including government agencies and tribal nations in addition to community and neighborhood leadership, business, organizations, and individuals.

Finding: As captured in Phase 1 of the Central City TIF Exploration engagement summary (Westside TIF District Plan, Exhibit B), the first Steering Committee meeting provided the established Central City TIF Exploration Steering the opportunity to go over Steering Committee roles and responsibilities. These roles and responsibilities include providing high-level input and feedback related to the vision, values, and goals as guiding principles for the investment of TIF resources in the Westside District. In further accordance with Policy 2.12, Chapter 4.1 of the Westside TIF District Plan delineates the advisory role of community stakeholders in the development of Westside TIF District's ongoing Five-Year Action Plans.

Policy 2.13 Project scope

Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

Finding: Prosper staff kicked-off the TIF District planning work as an 'exploration process' with a report or recommendation due to City Council. This process did not mandate the recommendation of any TIF Districts. Staff held discussions regarding various governance models during exploration process. Community influence will occur throughout the life of the TIF District through the establishment of 5-year action plans that are co-created with community to identify investment priorities and budget allocations in five-year increments. A committee of community stakeholders will assist in developing the plans and provide oversight throughout the implementation of the five-year action plans.

Policy 2.14 Community influence

At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

Finding: The Portland City Council will make final TIF implementation and investment decisions. The process of TIF planning for the Westside area highlighted the committee's role in making a recommendation to Council and provided key opportunities for input on the TIF District boundary, vision, values, goals, project list, and investment priorities. A committee of community stakeholders will assist in



developing the plans and provide oversight throughout the implementation of the five-year action plans.

Policy 2.15 Documentation and feedback

Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

Finding: An extensive Central City TIF Exploration engagement process informed the Westside TIF District Plan’s district boundaries, visions, values, goals, project list, and investment priorities. In accordance with Policy 2.15, this engagement process is summarized in Plan Exhibit B, which outlines the various engagement avenues, meeting topics, community feedback summaries, and how such feedback will advise the Westside TIF District decision-making bodies.

COMMUNITY INVOLVEMENT PROGRAM

Policy 2.16 Community Involvement Program

Policy 2.17 Community engagement manual

Policy 2.18 Best practices engagement methods

Policy 2.19 Community Involvement Committee

Policy 2.20 Review bodies

Policy 2.21 Program evaluation

Policy 2.22 Shared engagement methods

Policy 2.23 Adequate funding and human resources

Finding: Policies 2.16 through 2.23 concern the City’s Community Involvement Program. The TIF District Plan does not affect or change this program. Policies 2.16 through 2.23 do not apply.

PROCESS DESIGN AND EVALUATION

Policy 2.24 Representation

Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

Finding: The Central City TIF Exploration community engagement process sought to gather feedback and insight from a robust range of Central City stakeholders. While the Central City TIF Exploration Steering Committee did not collect demographic information about those engaged, the engagement process incorporated the intentional outreach of neighborhood associations, business districts, and relevant organizations/coalitions, which together capture and support many diverse needs and cultural perspectives (Westside TIF District Plan, Exhibit B). The Westside TIF District Plan offered honoraria to members offering a unique perspective and expertise to



Prosper Portland on the issues of race, ethnicity, and other socio-economic disparities. The engagement process also included hosting optional office hours on various topics for members looking for further understanding and/or deep dive into specific topics. The TIF District Plan is consistent with Goal 2.G.

Policy 2.25 Early involvement

Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

Finding: The Central City TIF Exploration community engagement process sought to gather feedback and insight from a robust range of Central City stakeholders early on in the planning process to inform the TIF District boundaries, visions, values, goals, project list, investment priorities, governance considerations, and implementation principles (Westside TIF District Plan, Exhibit B).

Policy 2.26 Verifying data

Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

Finding: As described in the Central City TIF Exploration engagement summary (Westside TIF District Plan, Exhibit B), the Steering Committee and Subcommittee members were provided with multiple meeting opportunities to analyze, validate, and use Westside TIF District-related data (e.g., demographic, employment, housing, and commercial-related data), to guide their recommendations for Westside TIF District Planning and investment processes.

Policy 2.27 Demographics

Identify the demographics of potentially affected communities when initiating a planning or investment project.

Finding: As described in the Central City TIF Exploration engagement summary (Westside TIF District Plan, Exhibit B), the Steering Committee and Subcommittee members were provided with Westside TIF District-related demographic data to guide their recommendations for potential Westside TIF District project list options and project priorities. This provision of demographic data of potentially affected communities ensures that this community involvement process was carried out in accordance with Policy 2.27.

Policy 2.28 Historical understanding

To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and underserved groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge.



Finding: The documentation of the impact of past plans, particularly on the displacement of Black and Asian communities, already exists. This historical background of previous TIF District Plans was provided throughout the Central City TIF Exploration community involvement process (Westside TIF District Plan, Exhibit B) to not only acknowledge the harms the past TIF investment has caused but also to build relationships and provide local stakeholders opportunities to share their concerns, priorities, and recommendations around future displacement and other negative impacts. By allowing community stakeholders to review these historic preliminary findings and apply their institutional and historical knowledge, the Central City community involvement process was done in accordance with Policy 2.28.

Policy 2.29 Project-specific needs

Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

Finding: To customize and meet the various needs of community stakeholders, the Central City TIF Exploration engagement process provided multiple avenues for community residents to get involved (Westside TIF District Plan, Exhibit B). In addition to Steering Committees and Subcommittees, which brought together neighborhood associations, business districts, and relevant organizations/coalitions, they also provided an in-person open house and online survey to ensure ample opportunity for community stakeholders to be involved in advising the Westside TIF District's planning and investment processes.

Policy 2.30 Culturally-appropriate processes

Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

Finding: Engagement for the TIF District Plan included a Steering Committee with intentional representation from a broad range of organizations including nonprofit and advocacy groups as well as neighborhood associations and business districts to represent the broad community including under-represented groups. Translation and interpretation was not included for the Westside TIF District Plan process.

Policy 2.31 Innovative engagement methods

Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

Finding: The TIF District Plan used diversified options for engagement, including in-person and virtual options for participation. Implementation will involve ongoing community input through the five-year action plans with a committee of community



stakeholders to ensure that the TIF District investments are responsive to current and future community needs.

Policy 2.32 Inclusive participation beyond Portland residents

Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

Finding: To ensure a broad engagement beyond Portland residents and neighborhood associations and be in accordance with Policy 2.32, the Central City TIF Exploration community involvement process comprised their Steering Committees with individuals representing affordable housing development, market-rate housing development, design, architecture, engineering, property management, property development, business district/associations, and large-scale employers (Westside TIF District Plan, Exhibit B).

Policy 2.33 Inclusive participation in Central City planning

Design public processes for the Central City that recognize its unique role as the region's center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

Finding: The Central City TIF Exploration community involvement process was aimed at engaging a wide range of stakeholders from the Central City and throughout the region, including employees, employers, social service providers, students, and visitors, and was, therefore, in accordance with Policy 2.33 (Westside TIF District Plan, Exhibit B).

Policy 2.34 Accessibility

Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

Finding: The TIF District planning process included open houses held after normal work hours in a public building, with food and beverages provided during meal hours. In addition, an online survey gathered feedback from people unable to attend in person. Virtual or in-person briefings were provided upon request from community organizations and neighborhood stakeholder groups, with an online webpage updated with relevant information and upcoming meetings/open houses. The team sent regular updates to interested parties who signed up through the project webpage.

Policy 2.35 Participation monitoring

Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.



Finding: The Central City TIF Exploration engagement process incorporated the intentional outreach of neighborhood associations, business districts, and relevant organizations/coalitions, which together capture and support many diverse needs and cultural perspectives.

Policy 2.36 Adaptability

Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

Finding: Community involvement throughout the TIF exploration process was utilized to create and evolve the district boundaries, project list, and investment priorities for the proposed new TIF districts including the Westside. This will continue through five-year action plans with a committee of community stakeholders to ensure that the TIF District investments are responsive to current and future community needs. The TIF District Plan is consistent with Policy 2.36.

Policy 2.37 Process evaluation

Evaluate each community involvement process for planning or investment projects from both the City staff and participants' perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

Finding: The TIF District process used facilitation from an outside consultant to help guide and inform meeting content to meet needs of Committee. This engagement effort also sought to intentionally learn from prior TIF exploration processes and will debrief at its conclusion to inform future exploration processes. The TIF District Plan is consistent with Policy 2.37.

INFORMATION DESIGN AND DEVELOPMENT

Policy 2.38 Accommodation

Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with or exceeding federal regulations.

Policy 2.39 Notification

Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

Policy 2.40 Tools for effective participation

Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

Policy 2.41 Limited English proficiency (LEP)

Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.



Finding: Policies 2.38 through 2.41 address improving the notification procedures for, and the community’s access to information about, administrative and quasi-judicial reviews, as well as legislative land use decisions. As part of the consult and confer process, Prosper Portland sent out a super-notice to all Portland residents about the proposed TIF District and created a website with additional information and contact information. In addition, the TIF District Plan was discussed at the following public meetings:

- ◆ Briefing and vote of the Prosper Portland Board on August 28, 2024.
- ◆ Hearing before the City of Portland Planning Commission on September 10, 2024 and a vote by that body on October 8, 2024.
- ◆ Hearing before Portland City Council on October 23, 2024 and a vote by Council on October 30, 2024.

The Westside TIF District Plan is consistent with Policies 2.38 through 2.41.

Chapter 3: Urban Form

Goals

Goal 3.A A city designed for people

Portland’s built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

Finding: No specific development or redevelopment designs are proposed with this TIF District Plan. However, this Plan will guide future investments and support development within the District that supports the Plan’s values, vision, and goals. The Findings in response to the Comprehensive Plan’s Guiding Principles (see Guiding Principles section of this document) demonstrate that the TIF District Plan will promote prosperity, health, equity, and resiliency. The Plan will help to reduce disparities by providing a funding source to advance affordable housing, economic opportunities, transportation safety improvements, and public realm enhancements (Westside TIF District Plan, Chapter 3.1). Funding for public realm enhancements, such as inclusive placemaking, beautification, and activation of public spaces will help foster social interaction. Therefore, the Westside TIF District Plan is consistent with Goal 3.A.

Goal 3.B A climate and hazard resilient urban form

Portland’s compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.



Finding: No specific new development or redevelopment designs is proposed with this TIF District Plan. However, this Plan will guide future investments and support development within the District that support this goal. The TIF District will provide funding for projects that:

- ◆ Support renovation of commercial buildings, including updates to unreinforced masonry buildings, seismic upgrades, and other climate resilience related improvements
- ◆ Pursue innovative infrastructure to meet sustainability and climate goals through innovation.
- ◆ Improve seismic resilience and system capacity upgrades.
- ◆ Create connectivity within and between districts
- ◆ Provide street improvements and new bike lanes to serve and provide better access to new district development

These projects will support an urban form that is resilient to risks from climate change and natural hazards in the TIF District. The Westside TIF District Plan therefore conforms with Goal 3.B.

Goal 3.C Focused growth

Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

Findings: The Westside TIF District Plan will facilitate housing and economic development within the Central City plan area and along the civic corridors (including Broadway, W Burnside Street, and Naito Parkway) and transit station areas in the District. See the responses for Policies 3.12 through 3.26, 3.44 through 3.51, and 3.53 through 3.59 of this report for more detail.

Goal 3.D A system of centers and corridors

Portland's interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

Finding: The Westside TIF District Plan will facilitate housing and economic development within the Central City and civic corridors in the District. TIF revenues will provide funding for multimodal transportation safety and connectivity improvements that increase access to local services and amenities in and around the District. The Plan is therefore consistent with Goal 3.D. See the responses for Policies 3.12 through 3.26 and 3.44 through 3.51 of this report for more detail.



Goal 3.E Connected public realm and open spaces

A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

Finding: The Westside TIF District Plan will support the City’s implementation of Goal 3.E by providing a funding source that may be used for new public realm improvements as well as transportation connectivity and accessibility improvements. These projects can make the District safer and more appealing for biking, walking, and rolling. The TIF District Plan is therefore consistent with Goal 3.E.

Goal 3.F Employment districts

Portland supports job growth in a variety of employment districts to maintain a diverse economy.

Finding: The Westside TIF District is part of the Central City employment area, shown on Figure 3-7 of the Comprehensive Plan. The Westside TIF District will support economic development and job growth in these areas by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic opportunities. The TIF District Plan will also allocate funding for renovation of commercial buildings, construction of new commercial spaces and other improvements to support small business stabilization and growth. See the responses to Policies 3.67 and 3.68 for more details. The TIF District Plan is therefore consistent with Goal 3.F.

Goal 3.G Nature in the city

A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

Finding: The Westside TIF District Plan does not modify the City’s system of habitat corridors and does not amend the City’s programs and policies that implement this goal. The Plan does provide a potential funding source that may be used for signage, connectivity and accessibility improvements to the Willamette River, which is designated as an existing/enhanced habitat corridor. See the responses to Policies 3.64 through 3.66 for more details. The Plan is therefore consistent with Goal 3.G.

Policies

CITYWIDE DESIGN AND DEVELOPMENT

Policy 3.1 Urban Design Framework

Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.

Finding: The UDF provides guidance on the built and natural form of Portland, providing in Comprehensive Plan Figure 3-1 an arrangement of centers, corridors, city greenways,



urban habitat corridors, and pattern areas. The Westside TIF District Plan does not establish or change specific boundaries in the UDF. The UDF identifies centers and corridors where the majority of commercial and housing development is intended to be concentrated. As demonstrated in the response to Polices 3.12 through 3.26 and 3.44 through 3.51 of this report, the Westside TIF District Plan will support compact housing and commercial development in the centers and corridors within the District. Therefore, the Westside TIF District Plan is consistent with Policy 3.1.

Policy 3.2 Growth and stability

Direct the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland's residential neighborhoods.

Finding: The Westside TIF District Plan will facilitate housing and economic development within the Central City plan area and along the civic corridors (Broadway, W Burnside Street, and Naito Parkway) and transit station areas in the District. See the responses for Polices 3.12 through 3.26, 3.44 through 3.51, and 3.53 through 3.59 of this report for more detail.

Policy 3.3 Equitable development

Guide development, growth, and public facility investment to reduce disparities; encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability; and produce positive outcomes for all Portlanders.

- 3.3.a.** *Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.*
- 3.3.b.** *Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.*

Finding: The Westside TIF District Report demonstrates that the District is deficient in public facilities including inadequate park facilities, a lack of multimodal transportation, and the street infrastructure needed for the Broadway Corridor (Report Section 1.2). The TIF District Plan includes funding for street and utility improvements and public realm investments to reduce disparities within the District. This Plan also includes goals to minimize or mitigate displacement and projects to increase affordable housing including, but not limited to, preserving and stabilizing existing regulated affordable housing buildings, supporting development of new affordable multi-dwelling residential uses, and gap financing for new multi-dwelling middle-income residential development (Westside TIF District Plan, Chapter 3.1). The projects in the plan will be financed by tax increment revenues (TIF) allocated to the District. The TIF District Plan conforms with Policies 3.3.a and 3.3.b.

- 3.3.c.** *Encourage use of plans, agreements, incentives, and other tools to promote equitable outcomes from development projects that benefit from public financial assistance.*



Finding: The values, vision, goals, and projects described in the Westside TIF District Plan are intended to guide equitable investment and lead to equitable development outcomes. The TIF District Plan conforms with this policy.

3.3.d. Incorporate requirements into the Zoning Code to provide public and community benefits as a condition for development projects to receive increased development allowances.

Finding: No changes to the Zoning Code are proposed. This policy does not apply.

3.3.e. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

Finding: The Westside TIF District Plan is designed to make strategic investments in housing and economic development to stabilize communities and businesses within the District. Assuming those investments increase overall property values and associated taxes over time, the TIF District will allow the City to establish a frozen tax base in this area and capture the increase to fund improvements over 20–30 years. Prosper Portland and the Portland Housing Bureau will receive funds from increases in property value, including up to three percent per year for existing properties plus any additional value from new development. Prosper Portland and the Portland Housing Bureau will use those resources to pay for public improvements. Funds will be used for projects to avoid displacement and increase affordable housing including, but not limited to, preserving and stabilizing existing regulated affordable housing buildings, supporting development of new affordable multi-dwelling residential uses, and gap financing for new multi-dwelling middle-income residential development via conversion or new development (Westside TIF District Plan, Chapter 3.1). The TIF District Plan is consistent with this policy.

3.3.f. Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions. See Policy 5.18.

Finding: This TIF District Plan includes goals for housing, economic development, public facilities investments. The plan includes multiple goals around supporting access and opportunities for all people including the goal to “Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity”. These goals are supported by projects in the plan that increase access to affordable housing and economic opportunities, reduce displacement risk, increase transportation safety and connectivity and improve access to public recreation opportunities (Westside TIF District Plan, Chapter 4.2).

3.3.g. Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts of private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.



Finding: The TIF District Plan does not direct developers on engagement efforts related to private development efforts and will not amend the City’s community engagement requirements that apply to private development. This policy does not apply.

Policy 3.4 All ages and abilities

Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

Finding: This policy is focused on creating a supportive built environment for people of all ages and abilities, including children, the elderly, and people with disabilities. This policy is supported by the Westside TIF Districts Plan’s recommended transportation projects, which focus on accessibility and connectivity improvements to provide safe connections to area destinations, so that people of all ages and abilities can safely and conveniently access local destinations by walking, biking, or rolling.

Policy 3.5 Energy and resource efficiency

Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

Finding: This TIF District Plan does not propose amendments to the City’s land use and transportation plans that implement this policy. This policy does not apply.

Policy 3.6 Land efficiency

Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

Finding: The TIF District Plan will create opportunity to make strategic investments that support infill, redevelopment and intensification of urban land within the District. The Plan includes projects that comply with this policy such as support for new multi-dwelling rental, and mixed-use development and redevelopment, and investments in transportation infrastructure to support vertical development (Westside TIF District Plan, Chapter 3.1). All future development within the District will need to demonstrate compliance with relevant City, state, and federal requirements that protect environmental quality. The TIF District Plan is consistent with this policy.

Policy 3.7 Integrate nature

Integrate nature and use green infrastructure throughout Portland.

Finding: The proposed TIF District does not propose amendments to any design-related development standards or natural resources standards that implement this Policy 3.7. The TIF District Plan includes projects to support innovative infrastructure to meet sustainability and climate goals, as well as signage, connectivity and accessibility improvements to support access to the Willamette river. (Westside TIF District Plan, Chapter 3.1). The plan is consistent with this policy.



Policy 3.8 Leadership and innovation in design

Encourage high-performance design and development that demonstrates Portland's leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

Finding: This TIF District Plan does not propose any specific designs for new development, or amendments to the City's design and development standards that implement this policy. Future development within the TIF District will need to comply with the City's design and development standards. This policy does not apply.

Policy 3.9 Growth and development

Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with particular attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts. More detailed policies are in Chapter 5: Housing.

Finding: Implementation of the Westside TIF District Plan will include the development of Five-Year Action Plans on a reoccurring basis. Prosper Portland and the Portland Housing Bureau will convene an ad hoc advisory committee advising Prosper Portland's executive director and PHB's Director, in order to inform development of Five-Year Action Plans. The ad hoc advisory committee will represent a broad diversity of voices, including private sector leadership, business organizations, small business owners, culturally specific organizations, and affordable housing developers in the crafting of the Five-Year Action Plan. The intent of the Five-Year Action Plan is to establish near-term investment priorities and associated budgets in accordance with this Plan. The Five-Year Action Plans will additionally establish mechanisms for ongoing reporting and implementation oversight (Westside TIF District Plan, Chapter 4.1)

The Plan includes a goal to "minimize or mitigate involuntary displacement resulting from new development" alongside any potential large master plan sites or higher density development. This goal will help guide investment decisions and ensure that the ongoing reporting and implementation oversight considers not only the physical characteristics of neighborhoods but the residents, with a particular focus on under-served and under-represented communities, displacement, and affordability impacts. The Plan is therefore consistent with Policy 3.9.

Policy 3.10 Rural, urbanizable, and urban land

Preserve the rural character of rural land outside the Regional Urban Growth Boundary. Limit urban development of urbanizable land beyond the City Limits until it is annexed and full urban services are extended.

Finding: No urban development or extension of urban services to rural land is proposed. The proposed TIF District is within the Portland City limits and regional Urban Growth



Boundary. The establishment of this TIF District will support urban development within the Urban Growth Boundary. This plan is consistent with this policy.

Policy 3.11 Significant places

Enhance and celebrate significant places throughout Portland with symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:

- ◆ High-visibility intersections
- ◆ Attractions
- ◆ Schools, libraries, parks, and other civic places
- ◆ Bridges
- ◆ Rivers
- ◆ Viewpoints and view corridor locations
- ◆ Historically or culturally significant places
- ◆ Connections to volcanic buttes and other geologic and natural landscape features
- ◆ Neighborhood boundaries and transitions

Finding: No new symbolic features or iconic structures are proposed with this TIF District and the Plan does not propose changes to any significant places. However, the Plan will provide a source of funding for public realm enhancements that may:

- ◆ Renew the Central City’s Westside area through inclusive placemaking, beautification and activation of public spaces to foster a welcoming, vibrant center for Portland.
- ◆ Implement placemaking strategies to support activation (new and existing), including via car-free zones.
- ◆ Implement public art initiatives to support art walks and events.

The Plan could therefore support implementation of Policy 3.111 and is consistent with this Policy.

CENTERS

Policy 3.12 Role of centers

Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

Finding: The proposed Westside TIF District is within the Central City designation of the Comprehensive Plan’s Centers shown in Figure 3-3. The TIF District will support development or redevelopment of commercial and public services, housing, employment, gathering places, and green spaces within the Central City. The TIF District is consistent with Policy 3.12.



Policy 3.13 Variety of centers

Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

Finding: No new centers are proposed with this TIF District Plan. This policy does not apply.

Policy 3.14 Housing in centers

Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.

Finding: The Westside TIF District is within the Central City area designated in the Comprehensive Plan's centers (Figure 3-3). The TIF District Plan aims to support development or redevelopment of higher density (affordable and middle-income multi-dwelling) housing throughout the District, with gap financing for new multi-dwelling, middle-income residential development and support for development or renovation of regulated affordable multi-dwelling residential uses. This Plan is consistent with Policy 3.14.

Policy 3.15 Investments in centers

Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

Finding: The establishment of the Westside TIF District will authorize investments in infrastructure, economic development, and community services in the Central City designated in the Comprehensive Plan's centers (Figure 3-3). The Plan is consistent with Policy 3.15.

Policy 3.16 Government services

Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

Finding: The Westside TIF District Plan supports investments in commercial development and affordable housing that could provide opportunities for services like daycares, health services, and other government services. The Westside TIF District Plan is consistent with Policy 3.16.

Policy 3.17 Arts and culture

Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and performance arts as central components of centers.

Finding: The Westside TIF District Plan will provide a source of funding for public realm enhancements that may be used to support inclusive placemaking, beautification and activation of public spaces and public art initiatives to support art walks and events in the Central City. The Westside TIF District Plan is consistent with Policy 3.17.



Policy 3.18 Accessibility

Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

Finding: The Westside TIF District Plan will support compact, safe, attractive, and accessible development within the within the Central City. Proposed projects include street improvements to enhance access for a variety of modes of transportation and users, and improvements to enhance accessibility for people with mobility challenges. These projects will help make the District safer and more appealing for biking, walking, and rolling. The Plan is consistent with Policy 3.18.

Policy 3.19

Center connections

Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations. Prepare and adopt future street plans for centers that currently have poor street connectivity, especially where large commercial parcels are planned to receive significant additional housing density.

Finding: No changes are proposed to the location of centers, the existing planned routes or networks between centers, or to future street plans. However, the Westside TIF District Plan does provide funding to support street improvements that serve and provide better access to new district development at Broadway Corridor and other large westside sites and enhance access for a variety of modes of transportation and users. (Westside TIF District Plan, Chapter 3.1). The Plan could therefore support the City's implementation of Policy 3.19.

Policy 3.20 Green infrastructure in centers

Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

Finding: The Westside TIF District Plan is located in the Central City. The Plan will authorize funding for innovative infrastructure to meet sustainability and climate goals, as well signage, connectivity and accessibility improvements to the Willamette River (Westside TIF District Plan, Chapter 3.1). The Plan could therefore support the City's implementation of Policy 3.20.

CENTRAL CITY

Policy 3.21 Role of the Central City

Encourage continued growth and investment in the Central City, and recognize its unique role as the region's premier center for jobs, services, and civic and cultural institutions that support the entire city and region.



Policy 3.22 Model Urban Center

Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

Policy 3.23 Central City employment

Encourage the growth of the Central City's regional share of employment and continue its growth as the region's unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

Policy 3.24 Central City housing

Encourage the growth of the Central City as Portland's and the region's largest center with the highest concentrations of housing and with a diversity of housing options and services. See also Policy 5.32.

Policy 3.25 Transportation hub

Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

Policy 3.26 Public places

Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

Finding: Policies 3.21 through 3.26 provide direction on the desired characteristics and functions of the Central City. The Westside TIF District is located within the Central City. The Westside TIF District Plan does not amend the zoning code or map designations, or transportation or park plans that implement these policies. However, the TIF District plan will support the development of employment and commercial services, a wide range of housing types, services and amenities, multimodal transportation options, and enhanced public spaces within the District (see Plan Chapter 4.2 for specific projects that support these types of development). These projects are intended to strengthen the Central City as a location for job creation, expand economic opportunities, promote livable mixed-use neighborhoods, and improve access and connectivity to public places, to the Willamette River, and throughout the District. The Plan is therefore consistent with Policies 3.21 through 3.26.

GATEWAY REGIONAL CENTER

Policy 3.27 Role of Gateway

Policy 3.28 Housing

Policy 3.29 Transportation

Policy 3.30 Public places

Finding: Policies 3.27 through 3.30 pertain to the Gateway Regional Center. The proposed TIF District is not within the Gateway Regional Center. These policies do not apply.



TOWN CENTERS

Policy 3.31 Role of Town Centers

Policy 3.32 Housing

Policy 3.33 Transportation

Policy 3.34 Public places

Finding: Policies 3.31 through 3.34 apply within Town Centers. The proposed TIF District does not encompass any of the Town Centers shown on Figure 3-3 This policy does not apply.

NEIGHBORHOOD CENTERS

Policy 3.35 Role of Neighborhood Centers

Policy 3.36 Housing

Policy 3.37 Transportation

Policy 3.38 Public places

Finding: Policies 3.35 through 3.38 apply to Neighborhood Centers. There are no neighborhood centers within the proposed TIF District. These policies do not apply.

INNER RING DISTRICTS

Policy 3.39 Growth

Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20th century auto-oriented development.

Policy 3.40 Corridors

Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

Policy 3.41 Distinct identities

Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.

Policy 3.42 Diverse residential areas

Provide a diversity of housing opportunities in the Inner Ring Districts' residential areas. Encourage approaches that preserve or are compatible with existing historic properties in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. Apply base zones in a manner that takes historic character and adopted design guidelines into account.



Policy 3.43 Active transportation

Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

Finding: Policies 3.39 through 3.43 provide direction on the desired characteristics, identifies, and functions of Inner Ring Districts. The Westside TIF District is located within the Inner Ring District designated in Figure 3-3 of the Comprehensive Plan. The Westside TIF District Plan does not amend the zoning code or map designations, transportation plans, or historic resource and design review tools that implement these policies. However, the TIF District Plan will authorize funding for housing and economic development projects that will support the expanded and diversified housing and employment opportunities within the District. The Plan's open space and signage projects aim to make improvements to support activations within districts, including celebrating cultural assets and history. The Plan's street improvements will support safety of pedestrian and bike connections through the Central City. The Westside TIF District Plan will therefore support the desired growth, opportunities, access, and identity of the Inner Ring District and is consistent with Policies 3.39 through 3.43.

CORRIDORS

Policy 3.44 Growth and mobility

Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

Policy 3.45 Connections

Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

Policy 3.46 Design

Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

Policy 3.47 Green infrastructure in corridors

Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

Finding: Policies 3.44 through 3.47 provide direction on the desired characteristics and functions of corridors as well as street design and future land use changes. The Westside TIF District Plan does not change the location of adopted corridors, impact transportation facility design or green infrastructure programs or standards, or amend the TSP. The projects identified in the Westside TIF District Plan provide funding for multimodal transportation improvements and green infrastructure within the District,



which includes the Broadway, W Burnside Street, and Naito Parkway Civic Corridors. The Plan is consistent with Policies 3.44 through 3.47.

CIVIC CORRIDORS

Policy 3.48 Integrated land use and mobility

Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

Policy 3.49 Design great places

Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

Policy 3.50 Mobility corridors

Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

Finding: Policies 3.48 through 3.50 provide direction on the desired characteristics, functions, and street design of civic corridors. The Westside TIF District Plan does not change the boundary of corridors on the Urban Design Framework, impact transportation facility design, or amend the TSP. The District includes Broadway, W Burnside Street, and Naito Parkway which are Civic Corridors. The projects identified in the Westside TIF District Plan provide funding for high-density housing development, mixed-use development, pedestrian and bicycle facilities that would contribute to making the corridors within the district a safe, healthy, and attractive pedestrian environment and a quality living environment. The Plan is consistent with Policies 3.48 through 3.50.

Policy 3.51 Freight

Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

Finding: The District includes Broadway, W Burnside Street, and Naito Parkway which are Civic Corridors but not Major Truck Streets. Policy 3.51 does not apply.

NEIGHBORHOOD CORRIDORS

Policy 3.52 Neighborhood Corridors

Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

Finding: The projects identified in the Westside TIF District Plan will provide funding to the Portland Housing Bureau for multi-dwelling housing development throughout the District. The Plan will therefore support the City in implementing Policy 3.52.



TRANSIT STATION AREAS

Policy 3.53 Transit-oriented development

Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.

Policy 3.54 Community connections

Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

Policy 3.55 Transit station area safety

Design transit areas to improve pedestrian, bicycle, and personal safety.

Policy 3.56 Center stations

Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

Policy 3.57 Employment stations

Encourage concentrations of jobs and employment focused land uses in and around stations in employment-zoned areas.

Policy 3.58 Transit neighborhood stations

Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.

Policy 3.59 Destination stations

Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

Finding: Policies 3.53 through 3.59 relate to transit station planning and supportive active transportation infrastructure and future land use changes. The Westside TIF District Plan does not change the boundary of station areas on the Urban Design Framework or amend the TSP. The Westside TIF District Plan supports creation of affordable housing and economic prosperity so that more people can live close to transit, shop close to transit within the District and support transit service. The Westside TIF District Plan is therefore consistent with the Transit Station Areas of the Comprehensive Plan.



CITY GREENWAYS

Policy 3.60 Connections

Policy 3.61 Integrated system

Policy 3.62 Multiple benefits

Policy 3.63 Design

Finding: Policies 3.60 through 3.63 relate to the establishment and design of the City greenway network. No new greenways are proposed and no changes are proposed to greenway design guidelines or standards. These policies do not apply.

URBAN HABITAT CORRIDORS

Policy 3.64 Urban habitat corridors

Policy 3.65 Habitat connection tools

Policy 3.66 Connect habitat corridors

Finding: Habitat corridors are mapped on Figure 3-6 of the Comprehensive Plan. The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City's environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. The Westside TIF District Plan does not amend either the NRI or the existing environmental zone regulations. Habitat corridors also include tree canopy. The Westside TIF District Plan does not change Title 11 tree preservation and tree density requirements that apply in development situations. In addition, the Westside TIF District Plan does not change the building coverage or minimum landscaped area standards of any zone. Policies 3.64- 3.66 do not apply.

EMPLOYMENT AREAS

Policy 3.67 Employment area geographies

Consider the land development and transportation needs of Portland's employment geographies when creating and amending land use plans and making infrastructure investments.

Finding: The Westside TIF District is located within the Central City employment area, shown on Figure 3-5 of the Comprehensive Plan. The Westside TIF District Plan does not change the use allowances or development standards of the zones in these employment areas. The TIF District Plan will authorize funding for infrastructure improvements to support vertical development in the District including "new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development at Broadway Corridor and other large westside sites." The Plan is therefore consistent with Policy 3.67.

Policy 3.68 Regional Truck Corridors

Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. See Figure 3-7 — Employment Areas. Designated regional



truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network).

Finding: The Westside TIF District does not include any regional truckways or priority truck streets shown on Figure 3-7 of the Comprehensive Plan and the Transportation System Plan. The Westside TIF District Plan does not amend the Citywide System Plan or the Transportation System Plan and therefore does not change Portland’s approach to regional truck corridors. Policy 3.68 does not apply.

PATTERN AREAS

RIVERS PATTERN AREA

Policy 3.69 Historic and multi-cultural significance

Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally permitted fish species.

Policy 3.70 River transportation

Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland’s historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

Policy 3.71 Recreation

Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland’s riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

Policy 3.72 Industry and port facilities

Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities.

Policy 3.73 Habitat

Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.

Policy 3.74 Commercial activities

Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.



Policy 3.75 River neighborhoods

Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

Policy 3.76 River access

Enhance and complete Portland’s system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

Finding: Policies 3.69 through 3.76 provide direction on the desired characteristics and functions of the Rivers Pattern Area, which includes areas along the Willamette and Columbia Rivers. The Westside TIF District encompasses a portion of the Central Reach of the Willamette River but does not intersect with or encompass the Columbia River. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475).

A central component of the Westside TIF District Plan is enhancing access to the Willamette River and activation of the westside waterfront. The Westside TIF District vision states “The Willamette River is the defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation and supports a range of river uses.” In support of this vision, the Plan allocates funding for:

- ◆ Signage, connectivity, and accessibility improvements that support access to the river.
- ◆ Public realm improvements that renew the Central City’s westside through inclusive placemaking, beautification and activation of public spaces to foster a welcoming, vibrant center for Portland.
- ◆ “Inclusive neighborhoods” improvements that support development of services and amenities that enhance waterfront use and activation

These projects, combined with the Plan’s focus on strengthening the district as location for job creation, economic opportunities and tourism, will support implementation of these River Pattern Area policies along the Willamette River. The plan is therefore consistent with Policies 3.69 through 3.76.

Policy 3.77 River management and coordination

Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.



Finding: The Westside TIF District does not modify or affect any existing City procedures or agreements regarding river management and coordination. Policy 3.77 does not apply.

Policy 3.78 Columbia River

Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

Finding: The Westside TIF District Plan does not encompass or intersect with the Columbia River. Policy 3.79 does not apply.

Policy 3.79 Willamette River North Reach

Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.

Finding: The Westside TIF District Plan does not encompass or abut with the North Reach of the Willamette River. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475). Policy 3.79 does not apply.

Policy 3.80 Willamette River Central Reach

Enhance the role of the Willamette River Central Reach as the Central City and region's primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

Finding: The Westside TIF District Plan includes a segment of the Willamette River Central Reach. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475). The Westside TIF District Plan will provide a source of funding to improve access to, and support activation along, the Willamette River, which includes improvements celebrating cultural assets and history. The Plan will therefore support implementation Policy 3.80 (Westside TIF District Plan, Chapter 3.1). See the Central City 2035 Plan findings in Section 5 of this Report for more information.

Policy 3.81 Willamette River South Reach

Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.

Finding: The Westside TIF District Plan does not encompass or abut with the South Reach of the Willamette River. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475). Policy 3.81 does not apply.

Policy 3.82 Willamette River Greenway

Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway. See Figure 3-9 — Willamette Greenway Boundaries



Finding: The Westside TIF District Plan does not amend or affect implementation of the plans or regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway. Policy 3.82 does not apply.

CENTRAL CITY PATTERN AREA

Policy 3.83 Central City districts

Enhance the distinct identities of the Central City's districts.

Finding: Policies 3.83 is largely carried out through design review within the Central City design districts. The Westside TIF District Plan does not affect implementation of design review, and any development that is built pursuant to the Westside TIF District Plan would be subject to design review procedures.

The Westside TIF District Plan allocates funding to projects that improve or enhance signage, placemaking, services and amenities, and other public realm improvements throughout the TIF District. The Plan supports implementation of Policy 3.83. See the findings for the Central City 2035 Plan, Section 5 of this report, for more information.

Policy 3.84 Central City river orientation

Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river focused activities.

Finding: A central component of the Westside TIF District Plan is enhancing access to the Willamette River and activation of the westside waterfront. The Westside TIF District vision states “The Willamette River is the defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation and supports a range of river uses.” In support of this vision, the Plan allocates funding for:

- ◆ Signage, connectivity, and accessibility improvements that support access to the river.
- ◆ Public realm improvements that renew the Central City’s westside through inclusive placemaking, beautification and activation of public spaces to foster a welcoming, vibrant center for Portland.
- ◆ “Inclusive neighborhoods” improvements that support development of services and amenities that enhance waterfront use and activation

The Westside TIF District Plan is therefore consistent with Policy 3.84.

Policy 3.85 Central City pedestrian system

Maintain and expand the Central City’s highly interconnected pedestrian system.



Policy 3.86 Central City bicycle system

Expand and improve the Central City's bicycle system.

Finding: Policies 3.85 and 3.86 are implemented by the Bureau of Transportation through the Transportation System Plan (TSP). No changes are proposed to the City's TSP. The Westside TIF District does allocate funding to street improvements that improve multimodal access throughout the District, so supports implementation of these policies. The Westside TIF District is therefore consistent with Policies 3.85 and 3.86.

INNER NEIGHBORHOODS PATTERN AREA

Policy 3.87 Inner Neighborhoods main streets

Policy 3.88 Inner Neighborhoods street patterns

Policy 3.89 Inner Neighborhoods infill

Policy 3.90 Inner Neighborhoods active transportation

Policy 3.91 Inner Neighborhoods residential areas

Finding: The Westside TIF District is not located within the Inner Neighborhoods Pattern area. Policies 3.87 through 3.91 do not apply.

EASTERN NEIGHBORHOODS PATTERN AREA

Policy 3.92 Eastern Neighborhoods street, block, and lot pattern

Policy 3.93 Eastern Neighborhoods site development

Policy 3.94 Eastern Neighborhoods trees and natural features

Policy 3.95 Eastern Neighborhoods buttes

Policy 3.96 Eastern Neighborhoods corridor landscaping

Policy 3.97 Eastern Neighborhoods active transportation

Finding: The Westside TIF District is not located within the Eastern Neighborhoods Pattern area. Policies 3.92 through 3.97 do not apply.

WESTERN NEIGHBORHOODS PATTERN AREA

Policy 3.98 Western Neighborhoods village character

Policy 3.99 Western Neighborhoods active transportation

Policy 3.100 Western Neighborhoods development

Policy 3.101 Western Neighborhoods habitat corridors

Policy 3.102 Western Neighborhoods trails

Finding: The Westside TIF District does not intersect with the Western Neighborhood Pattern Area. Policies 3.98 through 3.102 do not apply.



Chapter 4: Design and Development

Goals

Goal 4.A: Context-sensitive design and development

Goal 4.B: Historic and cultural resources

Goal 4.C: Human and environmental health

Goal 4.D: Urban resilience

Finding: The goals and policies of Chapter 4 are intended to encourage development that respects context, preserves historic and cultural resources, reduces carbon emissions, improves resource efficiency, minimizes risk from natural hazards, limits impacts to wildlife and natural systems, and integrates nature into the urban environment. Goals 4.A through 4.D address site and building design in development situations. This TIF District Plan does not include any specific new development designs. All future projects within the District will need to meet applicable development and design standards, as environmental and historic resource overlay zone requirements, of the City of Portland's Zoning Code and permitting process. These goals do not apply.

Policies

CONTEXT

Policy 4.1 Pattern areas.

Policy 4.2 Community identity.

Policy 4.3 Site and context.

Policy 4.4 Natural features and green infrastructure.

Policy 4.5 Pedestrian-oriented design.

Policy 4.6 Street orientation.

Policy 4.7 Development and public spaces.

Policy 4.8 Alleys

Policy 4.9 Transitional urbanism.

Finding: Policies 4.1 through 4.9 are intended to guide building and site design site and building design in development situations, and support designing development to contribute to the quality of the public realm of streets and other open spaces and natural areas. The Westside TIF District Plan does not include any specific new development designs and does not amend any development/design standards or programs that implement these policies. Policies 4.1 through 4.9 do not apply.



HEALTH AND SAFETY

Policy 4.10 Design for active living.

Policy 4.11 Access to light and air.

Policy 4.12 Privacy and solar access.

Policy 4.13 Crime-preventive design.

Policy 4.14 Fire prevention and safety.

Policy 4.15 Residential area continuity and adaptability.

Policy 4.16 Scale and patterns.

Policy 4.17 Demolitions.

Policy 4.18 Compact single-family options.

Policy 4.19 Resource efficient and healthy residential design and development.

Finding: Policies 4.10 through 4.19 are intended to guide building and site design to protect the health and livability of building users and neighbors, including minimizing risks of crime and fire. The Westside TIF District Plan does not amend or impact any existing public safety and security services plans, strategies, or protocols that implement this policy. It also does not amend development or design standards, or programs related to design, accessibility, and safety. Policies 4.10 through 4.19 do not apply.

DESIGN AND DEVELOPMENT OF CENTERS AND CORRIDORS

Policy 4.20 Walkable scale.

Policy 4.21 Street environment.

Policy 4.22 Relationship between building height and street size.

Policy 4.23 Design for pedestrian and bicycle access.

Policy 4.24 Drive-through facilities.

Policy 4.25 Residential uses on busy streets.

Policy 4.26 Active gathering places.

Policy 4.27 Protect defining features.

Finding: Policies 4.20 through 4.27 address design and development in centers and along corridors. The policies provide guidance on development scale, streetscapes, and gathering spaces. The Westside TIF District Plan does not amend development or design standards, or programs related to street design, the planning and creation of public gathering spaces. Policies 4.20 through 4.27 do not apply.

Policy 4.28 Historic buildings in centers and corridors.

Identify, protect, and encourage the use and rehabilitation of historic resources in centers and corridors.

Finding: The Westside TIF District Plan does not amend the City's historic resource preservation requirements. The Plan does provide a source of funding for tenant and façade improvements and renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements. The Westside area's historic districts are a priority project area for these



categories of improvements (Westside TIF District Plan, Chapter 3.1). The Westside TIF District Plan will therefore support implementation of Policy 4.28.

Policy 4.29 Public art.

Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.

Finding: No specific new development is proposed at this time. However, the Westside TIF District Plan will provide a source of funding for public realm improvements, including inclusive placemaking, beautification and activation of public spaces, and public art initiatives. The Westside TIF District Plan will therefore support implementation of Policy 4.29.

TRANSITIONS

Policy 4.30 Scale transitions.

Policy 4.31 Land use transitions.

Policy 4.32 Industrial edge.

Finding: Policies 4.30 through 4.32 address scale and use transitions, which are implemented through the Zoning Code and map. The Westside TIF District Plan does not change any existing building scale, setback or landscaping standards that apply where zoning designations transition. Policies 4.30 through 4.32 do not apply.

OFF-SITE IMPACTS

Policy 4.33 Off-site impacts.

Policy 4.34 Auto-oriented facilities, uses, and exterior displays.

Policy 4.35 Noise impacts.

Policy 4.36 Air quality impacts.

Policy 4.37 Diesel emissions.

Policy 4.38 Light pollution.

Policy 4.39 Airport noise.

Policy 4.40 Telecommunication facility impacts.

Finding: Policies 4.33 through 4.40 generally address impacts that can negatively affect adjacent residential uses and areas. They are implemented through design and impact-related performance standards in the zoning code. Current base zone development standards address potential off-site impacts through existing setback requirements, tree density standards, limitations on commercial uses and signage. Offsite impacts are additionally addressed in Chapter 33.262. Existing regulations in the Portland International Airport Noise Impact Zone (33.470) are unchanged, and areas with high noise impacts (68 and higher DNL) where new residential uses are prohibited are unaffected by the Westside TIF District Plan.



The Westside TIF District Plan does not change any site or building design regulations, or any of the specific implementing regulations related to these policies. Policies 4.33 through 4.40 do not apply.

SCENIC RESOURCES

Policy 4.41 Scenic resources.

Policy 4.42 Scenic resource protection.

Policy 4.43 Vegetation management.

Policy 4.44 Building placement, height, and massing.

Policy 4.45 Future development.

Finding: The City has designated scenic resources in an adopted inventory and protects them through an overlay zone (Chapter 33.480) which addresses landscaping, setbacks, screening, building facades and tree removal. The Westside TIF District Plan does not amend these scenic resource regulations. Policies 4.41 through 4.45 do not apply.

HISTORIC AND CULTURAL RESOURCES

Policy 4.46 Historic and cultural resource protection.

Policy 4.47 State and federal historic resource support.

Policy 4.48 Continuity with established patterns.

Policy 4.49 Resolution of conflicts in historic districts.

Policy 4.50 Demolition.

Policy 4.51 City-owned historic resources.

Policy 4.52 Historic Resources Inventory.

Policy 4.53 Preservation equity.

Finding: Policies 4.46 through 4.53 address historic and cultural resources. The City's regulations for historic and cultural resource preservation are found in Chapter 33.445. No changes to these historic resources inventories, regulations, or programs are proposed with the Westside TIF District Plan. Policies 4.46 through 4.53 do not apply.

Policy 4.54 Cultural diversity.

Work with Portland's diverse communities to identify and preserve places of historic and cultural significance.

Policy 4.55 Cultural and social significance.

Encourage awareness and appreciation of cultural diversity and the social significance of both beautiful and ordinary historic places and their roles in enhancing community identity and sense of place.

Finding: The TIF District Plan authorizes fundings for arts, culture and signage within the TIF District, which could include opportunities to include historical and cultural art and signage in TIF investments to celebrate and represent diverse communities. These projects support implementation of Policies 4.54 and 4.55, therefore the Westside TIF District is consistent with these policies.



Policy 4.56 Community structures.

Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.

Policy 4.57 Economic viability.

Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

Finding: Policies 4.56 and 4.57 provide direction on the adaptive reuse of historic structures and resources. No adaptive reuse of historic resources is proposed at this time. However, the Westside TIF District Plan does allocate funding that could be used in the historic districts for tenant and façade improvements to support small business stabilization and growth, with a focus on ground floor tenancing and key cultural and retail districts. The Westside TIF District Plan could therefore support implementation of Policies 4.56 and 4.57.

Policy 4.58 Archaeological resources.

Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with tribal nations, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

Finding: Policy 4.58 addresses protection and preservation of archaeological resources. The City's regulations for protection and preservation of archaeological resources are found in Chapter 33.445. No changes to these requirements are proposed through the Westside TIF District Plan. Policy 4.58 does not apply.

PUBLIC ART

Policy 4.59 Public art and development.

Create incentives for public art as part of public and private development projects.

Finding: The Westside TIF District Plan does not create incentives for public art as part of public and private development projects and does not change or affect any existing incentives the City has in place to implement this policy. Policy 4.59 does not apply.

RESOURCE-EFFICIENT DESIGN AND DEVELOPMENT

Policy 4.60 Rehabilitation and adaptive reuse.

Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.



Policy 4.61 Compact housing.

Promote the development of compact, space- and energy efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

Policy 4.62 Seismic and energy retrofits.

Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

Finding: Policies 4.60 to 4.62 provide direction on resource-efficient development by encouraging adaptive reuse, compact development, and seismic and energy-efficiency retrofits. The Westside TIF District Plan will provide a future funding source that could be used for:

- ◆ Rehabilitation of existing buildings, including renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements.
- ◆ Street and utilities Improvements to support vertical development that “pursue[s] innovative infrastructure to meet sustainability and climate goals through innovation” and “improve[s] seismic resilience and system capacity upgrades.”
- ◆ New (middle income and affordable) multi-dwelling development.

Therefore, the Westside TIF District Plan is consistent with Policies 4.60 through 4.62.

Policy 4.63 Life cycle efficiency.

Policy 4.64 Deconstruction.

Policy 4.65 Materials and practices.

Policy 4.66 Water use efficiency.

Policy 4.67 Optimizing benefits.

Policy 4.68 Energy efficiency.

Policy 4.69 Reduce carbon emissions.

Policy 4.70 District energy systems.

Policy 4.71 Ecodistricts.

Policy 4.72 Energy-producing development.

Finding: Policies 4.63 through 4.72 address resource efficiency and resilience and are primarily related to building and site design. These policies address energy use, use of recycled and healthy building materials, water use, carbon emissions, and energy systems. The Westside TIF District Plan does not amend any existing design or development standards that have an impact on resource efficiency. The Westside TIF District Plan also does not impact programs related to water or energy efficiency, recycling, or seismic resiliency. Policies 4.63 through 4.72 do not apply.



DESIGNING WITH NATURE

Policy 4.73 Design with nature.

Policy 4.74 Flexible development options.

Policy 4.75 Low-impact development and best practices.

Policy 4.76 Impervious surfaces.

Policy 4.77 Hazards to wildlife.

Policy 4.78 Access to nature.

Policy 4.79 Natural hazards and climate change risks and impacts.

Policy 4.80 Geological hazards.

Policy 4.81 Disaster-resilient development.

Policy 4.82 Portland Harbor facilities.

Policy 4.83 Urban heat islands.

Policy 4.84 Planning and disaster recovery.

Finding: Policies 4.73 through 4.78 are intended to encourage development design to incorporate natural features and functions. These policies address site and building design and access to nature. The Westside TIF District Plan does not amend existing design or development standards that implement these policies and does not propose specific new development. Policies 4.73 to 4.78 do not apply.

HEALTHY FOOD

Policy 4.85 Grocery stores and markets in centers.

Policy 4.86 Neighborhood food access.

Policy 4.87 Growing food.

Policy 4.88 Access to community gardens.

Finding: Policies 4.85 through 4.88 address ways that programs and land use plans can facilitate better access to healthy food. The Westside TIF District Plan does not change any programs related to food access or change retail allowances or zoning that would directly affect food access. Policies 4.85 through 4.88 do not apply.

Chapter 5: Housing

Goals

Goal 5.A: Housing diversity

Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Finding: The Westside TIF District Plan expands housing diversity by allowing significant new funding for the Portland Housing Bureau to use in the TIF District area for affordable housing creation and stabilization (at a minimum 45 percent of TIF revenue according to City policy). This additional funding would allow Portland residents greater opportunity



to access housing that suits their needs, preferences, and financial capabilities. Therefore, the Westside TIF District Plan is consistent with Goal 5.A.

Goal 5.B: Equitable access to housing

Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

Finding: Improving equitable access to housing in the Westside TIF District is embedded in throughout the TID District Plan’s values, goals, and proposed projects/major activities (Westside TIF District Plan, Chapters 2.1, 2.2, 2.3).

- ◆ Values:
 - Equity, Inclusivity, and Accessibility
 - Quality Housing for Full Range of Incomes Throughout Central City
- ◆ Vision:
 - Affordable housing supply maintains and supports the area’s growing racial, cultural, and economic diversity.
- ◆ Goals:
 - Create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capability in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults and the unmet needs of extremely low and very low-income households. (In accordance with city policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100 percent or less of area median income depending on home size.)
 - Maintain the economic and cultural diversity of the district and minimize or mitigate involuntary displacement resulting from new development.
 - Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.

The proposed affordable housing projects in the Westside TIF District Plan will support the goal of improving equitable access for housing in the District. The Plan is therefore consistent with Goal 5.B. See the findings for Chapter 5 policies below for more information.



Goal 5.C: Healthy connected city

Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

Finding: Goal 5.C. directs the City to encourage the development of a wide range of housing options in and around complete neighborhoods that have access to transit, bikeways and sidewalks. The Westside TIF District Plan is consistent with a healthy connected city and human health because it focuses on providing safe, decent and affordable housing options and increasing housing capacity in the District and enhancing in multimodal transportation access throughout the District. The Westside TIF District Plan provides funding to increase housing opportunities, support development of services and amenities that complement new and renovated housing and enhance bicycle and pedestrian connectivity to goods and services that meet daily needs. The Westside TIF District Plan is consistent with Goal 5.C.

Goal 5.D: Affordable housing

Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

Finding: The Westside TIF District Plan will help preserve and increase the supply of affordable housing within the District by providing funding for affordable housing projects that:

- ◆ Preserve and stabilize existing regulated affordable housing buildings. The priority project area for this project category is Old Town.
- ◆ Support development of new affordable multi-dwelling residential uses; including family size units and accessible units, including via site acquisition and site preparation such as seismic and liquefaction considerations for development. The priority project areas for this project category are the Broadway Corridor and Downtown.

In accordance with city policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100 percent or less of area median income depending on home size. The Westside TIF District Plan is therefore consistent with Goal 5.D.

Goal 5.E: High-performance housing

Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

Finding: The Westside TIF District Plan does not modify any development or building standards that ensure housing is energy- or resource-efficient. The Westside TIF District Plan does allocate funding to the Portland Housing Bureau (45 percent), which could be used to support implementation of this Policy. TIF funds allocated to Prosper Portland



can also be used to support middle-income housing for households at 80-120% of AMI. Therefore, the Westside TIF District Plan is consistent with Goal 5.E.

Policies

Policy 5.1 Housing supply.

Policy 5.2 Housing growth.

Finding: Policies 5.1 and 5.2 provide direction on managing housing supply and growth citywide. The Westside TIF District plan does not impact the implementation of these policies as it does not propose changes to the City's zoning code, zoning map, or housing needs analysis. These policies do not apply.

Policy 5.3 Housing potential.

Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.

Finding: Policy 5.3 provides directs the City to evaluate plans and investments for their impact on housing capacity. The Westside TIF District Plan provides significant funding (a minimum of 45 percent of the TIF revenues) to provide additional affordable housing supply that can serve low- and moderate-income households and to stabilize existing affordable housing. The TIF District Plan is consistent with Policy 5.3.

Policy 5.4 Housing types.

Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/clustered services.

Finding: Funding from the Westside TIF District Plan may be used to support development of new middle-income and affordable multi-dwelling residential uses; including family size units and accessible units. The TIF District Plan therefore conforms with Policy 5.4.

Policy 5.5 Housing in centers.

Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

Finding: The Westside TIF District Plan does not amend zoning in and around centers. Policy 5.5 does not apply.

Policy 5.6 Middle housing.

Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale



transition between the core of the mixed use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

Finding: The Westside TIF District Plan does not specifically address middle housing but addresses support for affordable housing and stabilizing housing for existing homeowners and renters. This range of options accommodates a broader diversity of income levels, allowing people to have more housing choices. In addition to the City's set-aside policy to allocate 45 percent of TIF funds to affordable housing, additional TIF funds allocated to Prosper Portland can also be used to support middle-income housing for households at 80-120 percent of AMI. The Westside TIF District Plan is consistent with Policy 5.6.

Policy 5.7 Adaptable housing.

Encourage adaptation of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

Policy 5.8 Physically-accessible housing.

Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.

Policy 5.9 Accessible design for all.

Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, through the use of Universal Design Principles.

Finding: Policies 5.7 through 5.9 encourage adaptable and accessible housing through new construction and retrofitting. The Westside TIF District Plan provides a source of funding to support the development of new affordable multi-dwelling development which include accessible units. The Plan will therefore support implementation of Policies 5.7 through 5.9. The TIF District Plan is therefore consistent with these policies.

HOUSING ACCESS

Policy 5.10 Coordinate with fair housing programs.

Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

Finding: The Westside TIF District Plan encourages and enhances housing choice by providing additional housing implementation resources to the Portland Housing Bureau to be dedicated to the Westside area. The Portland Housing Bureau will pursue projects while following policy 5.10 of the Comprehensive Plan. The Westside TIF District Plan is consistent with Policy 5.10



Policy 5.11 Remove barriers.

Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

Finding: The Westside TIF District Plan does not impact the City’s plans and procedures to address regulatory barriers, such as through the Housing Regulatory Relief Project. Policy 5.11 does not apply.

Policy 5.12 Impact analysis.

Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.13 Housing stability.

Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

Policy 5.14 Preserve communities.

Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.

Policy 5.15 Gentrification/displacement risk.

Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

Policy 5.16 Involuntary displacement.

When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

Policy 5.17 Land banking.

Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

Policy 5.18 Rebuild communities.

Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.



Policy 5.19 Aging in place.

Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

Finding: Policies 5.12 through 5.19 require evaluation and analysis as to who will benefit and who will be burdened by a planning decision, including amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Zoning Code, and the Zoning Map. No amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Zoning Code, and the Zoning Map are proposed with the Westside TIF District Plan.

Policies 5.12 through 5.19 also direct the City take steps to avoid and mitigate displacement and stabilize communities impacted by involuntary displacement. The Westside District Plan includes a goal to minimize or mitigate involuntary displacement resulting from new development.

The Plan will support these goals through its affordable housing strategies (Westside TIF District Plan, Chapter 3.1). These projects include development new affordable and middle-income housing development, and preservation and stabilization existing regulated affordable housing buildings. The Plan is therefore consistent with Policies 5.12 through 5.19.

HOUSING LOCATION

Policy 5.20 Coordinate housing needs in high-poverty areas.

Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

Finding: As demonstrated in the Westside TIF District Report, more than half of Westside TIF District households earn less than \$50,000, compared to the Portland average of 30 percent. Overall, Median Household Income in Portland is \$85,876 compared to \$78,506 in the TIF District. Half of the TIF District's renter households experience housing cost burden, meaning they spend over 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. The Westside TIF District Report cites the Old Town-Chinatown retail corridor in particular as having a significant population living under the poverty limit (Report Sections 1.1, 1.2).

The Westside TIF District Plan will provide a funding source for investment in affordable housing across the District, and Old Town is identified as a priority area for affordable housing, in particular rehabilitation and preservation of existing affordable units (Westside TIF District Plan, Chapter 3.1). The Plan is consistent with Policy 5.20.

Policy 5.21 Access to opportunities.

Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and underrepresented populations and an existing supply of affordable housing.



Policy 5.22 New development in opportunity areas.

Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities. See Figure 5-1 — Housing Opportunity Map.

Finding: Policies 5.21 and 5.22 support affordable housing in areas with access to opportunities. As shown on Figure 5-1, the Westside TIF District is within a high opportunity area. The Westside TIF District Plan allocates funding to develop new affordable housing and support connectivity improvements throughout the District which will improve access to transportation, jobs, open spaces, schools, and supportive services and amenities. The Plan is consistent with Policies 5.21 and 5.22.

Policy 5.23 Higher-density housing.

Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

Finding: The Westside TIF District is located within the Central City. The Westside TIF District Plan allocates funding to support development of multi-dwelling rental housing. The Plan is therefore consistent with Policy 5.23.

Policy 5.24 Impact of housing on schools.

Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

Finding: The Westside TIF District Plan does not change or impact the Portland Public Schools Long-Range Facility Plan. Policy 5.24 does not apply.

HOUSING AFFORDABILITY

Policy 5.25 Housing preservation.

Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

Policy 5.26 Regulated affordable housing target.

Strive to produce and fund at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

Policy 5.27 Funding plan.

Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

Finding: The Westside TIF District Plan will provide a source of funding (at least 45 percent of TIF revenues) to support affordable housing in the District, which includes



funding to preserve and stabilize existing regulated affordable housing buildings and develop new affordable multi-dwelling residential uses. The Westside TIF District is consistent with Policies 5.25 through 5.27.

Policy 5.28 Inventory of regulated affordable housing.

Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

Finding: Policy 5.28 applies to ongoing intergovernmental coordination. The Westside TIF District Plan does not impact the ability of the City to implement this policy. Policy 5.28 does not apply.

Policy 5.29 Permanently-affordable housing.

Increase the supply of permanently affordable housing, including both rental and homeownership opportunities.

Finding: The Westside TIF District Plan will provide a source of funding (at least 45 percent) to support implementation of the Portland Housing Bureau's affordable housing in the District, which allows the City to invest in permanently affordable housing. The Westside TIF District is consistent with Policies 5.29.

Policy 5.30 Housing cost burden.

Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

Finding: The Westside TIF District Report highlights that half 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 slightly more pronounced in the TIF District compared to the City of Portland (50 percent of households in the District, compared to 48 percent of households citywide).

The Westside District Plan allocates 45 percent of its funding to affordable housing through Portland Housing Bureau programs, which will support the development and preservation of affordable housing in the District. The Westside TIF District Plan is consistent with Policy 5.30.

Policy 5.31 Household prosperity.

Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

Policy 5.32 Affordable housing in centers.

Encourage income diversity in and around centers by allowing a mix of housing types and tenures.



Policy 5.33 Central City affordable housing.

Encourage the preservation and production of affordable housing in the Central City to take advantage of the area's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

Finding: Policies 5.31 through 5.33 address affordable housing in centers and in the Central City specifically. The Westside TIF District Plan will support affordable housing preservation and development, including family size units and accessible units, in the Central City. The Old Town, Broadway Corridor and Downtown areas are identified as priority areas for these projects. Expanded affordable housing options in these areas will provide residents with convenient access to transit and transportation, education and training opportunities, and employment areas. The Westside TIF District Plan is consistent with Policies 5.31 through 5.33.

Policy 5.34 Affordable housing resources.

Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

Finding: The Westside TIF District Plan will provide a source of funding (45 percent) to support affordable housing in the District. The TIF District Plan conforms with Policy 5.34.

Policy 5.35 Inclusionary housing.

Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing. Work to remove regulatory barriers that prevent the use of such tools.

Finding: The Westside TIF District Plan does not change or impact the implementation of the City's inclusionary housing program or other regulatory tools that implement this policy. Policy 5.35 does not apply.

Policy 5.36 Impact of regulations on affordability.

Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

Finding: The Westside TIF District Plan does not alter the evaluation of how existing and new regulations affect private development of affordable housing, and does not propose new regulations that could facilitate economically-exclusive neighborhoods. Policy 5.36 does not apply.

Policy 5.37 Mobile home parks.

Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and



impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

Finding: There are no mobile home parks with the Westside TIF District Area. Policy 5.37 does not apply.

Policy 5.38 Workforce housing.

Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

Policy 5.39 Compact single-family options.

Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

Policy 5.40 Employer-assisted housing.

Encourage employer-assisted affordable housing in conjunction with major employment development.

Policy 5.41 Affordable homeownership.

Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

Policy 5.42 Homeownership retention.

Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

Policy 5.43 Variety in homeownership opportunities.

Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

Finding: Policies 5.38 through 5.43 encourage the development of a variety of affordable housing options, including workforce housing, compact single-dwelling homes, employer-assisted housing and affordable homeownership. The Westside TIF District Plan will allocate at least 45 percent of TIF funds to support the Portland Housing Bureau's affordable housing programs in the District, which will provide a source of funding to implement these policies. In addition to the City's set-aside policy to allocate 45% of TIF funds to affordable housing, additional TIF funds allocated to Prosper Portland can also be used to support middle-income housing for households at 80-120% of AMI. The Westside TIF District is consistent with Policies 5.38 through 5.43.



Policy 5.44 Regional cooperation.

Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

Policy 5.45 Regional balance.

Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

Finding: Policies 5.44 and 5.45 address how the City engages with Metro and other jurisdictions in the Portland region on housing issues. The TIF District provides a source of funding for housing but does not inform regional policy. Policies 5.44 and 5.45 are not applicable.

HOMELESSNESS

Policy 5.46 Housing continuum.

Prevent homelessness and reduce the time spent being homeless by allowing and striving to provide a continuum of safe and affordable housing opportunities and related supportive services including but not limited to rent assistance, permanent supportive housing, transitional housing, micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/rest areas.

Finding: The Westside TIF District Plan includes funding for the Portland Housing Bureau (at least 45 percent of TIF revenue) to contribute to a continuum of safe and affordable housing opportunities. The additional resources complement existing City investments in rent assistance, permanent supportive housing, transitional housing, micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/rest areas. The Plan is consistent with Policy 5.46.

HEALTH, SAFETY, AND WELL-BEING

Policy 5.47 Healthy housing.

Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

Policy 5.48 Housing safety.

Require safe and healthy housing free of hazardous materials such as lead, asbestos, and radon.

Policy 5.49 Housing quality.

Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.



Policy 5.50 High-performance housing.

Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

Policy 5.51 Healthy and active living.

Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

Policy 5.52 Walkable surroundings.

Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

Policy 5.53 Responding to social isolation.

Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

Finding: Policies 5.47 through 5.53 relate to the design of housing. The Westside TIF District Plan does not change any development standards that regulate housing safety, quality, energy efficiency, pedestrian connections. No development is currently proposed. The Westside TIF District will help to facilitate housing development that promotes health, safety and well-being by providing funding to enhance the multimodal transportation network, support development of services and amenities that complement new and renovated housing, enhance accessibility for individuals with mobility challenges, and improve connectivity throughout the District, including to the waterfront. The Westside TIF District Plan therefore supports implementation of Policies 5.47 through 5.53.

Policy 5.54 Renter protections.

Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

Finding: The Westside TIF District Plan does not alter regulations establishing tenant protections including required relocation assistance when properties are sold and/or redeveloped (PCC 30.01.085). As a result, this policy does not apply.



Chapter 6: Economic Development

Goals

Goal 6.A: Prosperity

Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- ◆ *Create opportunity for people to achieve their full potential.*
- ◆ *Improve public health.*
- ◆ *Support a healthy environment.*
- ◆ *Support the fiscal well-being of the city.*

Goal 6.B: Development

Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

Goal 6.C: Business district vitality

Portland implements land use policy and investments to:

- ◆ *Ensure that commercial, institutional, and industrial districts support business retention and expansion.*
- ◆ *Encourage the growth of districts that support productive and creative synergies among local businesses.*
- ◆ *Provide convenient access to goods, services, and markets.*
- ◆ *Take advantage of our location and quality of life advantages as a gateway to world class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.*

Finding: The Westside TIF District Plan does not change the Comprehensive Plan designations of any currently designated employment lands. Therefore, there is no impact to employment capacity. The Westside TIF District Plan does not affect the base development capacity in industrial, commercial, and institutional areas, or the development review system.

The Westside TIF District Plan goals align with the Comprehensive Plan goals around economic prosperity and business district vitality (Westside TIF District Plan, Chapter 2.3):



- ◆ Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth.
- ◆ Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.
- ◆ Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.
- ◆ Maintain the economic and cultural diversity of the district and minimize or mitigate involuntary displacement resulting from new development.

The Westside TIF District Plan will implement these goals through investments that support commercial development, predevelopment, storefront improvements, and public-private partnerships. The specific economic development categories and projects in the Westside TIF District Plan include:

- ◆ Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries
 - Offer tenant funding and incentives to attract and retain anchor employers, with particular focus on the downtown core and hubs to support entrepreneurship and innovation
 - Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor.
- ◆ Small Business Support
 - Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to:
 - Support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts
 - Support inclusive wealth creation
 - Create a vibrant retail environment that attracts diverse visitors from the region and beyond.
- ◆ Rehabilitation of Existing Buildings and Development of New Commercial Space
 - Renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements
 - Investments in both large and small construction of new commercial spaces and related parking needs, including conversion of office space to R&D, light manufacturing, maker spaces, and residential, as well as through lease and loan guaranties



The housing programs also support business district vitality by allowing for more residents to locate in the Westside TIF District, closer to employment areas, goods, services, and markets. The Westside TIF District Plan includes projects to support public realm enhancements, signage, connectivity, and accessibility improvements, street and utility improvements to support vertical development. The Westside TIF District Plan is consistent with Policies 6.A through 6.C.

Policies

DIVERSE, EXPANDING CITY ECONOMY

Policy 6.1 Diverse and growing community.

Expand economic opportunity and improve economic equity for Portland's diverse, growing population through sustained business growth.

Policy 6.2 Diverse and expanding economy.

Align plans and investments to maintain the diversity of Portland's economy and status as Oregon's largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

Policy 6.3 Employment growth.

Strive to capture at least 25 percent of the seven county region's employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

Policy 6.4 Fiscally-stable city.

Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

Policy 6.5 Economic resilience.

Improve Portland's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

Policy 6.6 Low-carbon and renewable energy economy.

Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with the production of renewable energy, energy efficiency projects, waste reduction, production of more durable goods, and recycling.

Policy 6.7 Competitive advantages.

Maintain and strengthen the city's comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.



Policy 6.8 Business environment.

Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

Policy 6.9 Small business development.

Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.

Policy 6.10 Business innovation.

Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

Policy 6.11 Sharing economy.

Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

Policy 6.12 Economic role of livability and ecosystem services.

Conserve and enhance Portland's cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

Finding: Policies 6.1 through 6.12 provide direction on supporting economic and employment growth and encouraging a diverse, strong, resilient local economy. The Westside TIF District Plan does not amend any land designations for industrial, institutional, commercial, or employment uses and does not impact the base development capacity in areas.

The Westside TIF District Plan includes values that guided the development of the Plan. The values that directly align with Policies 6.1 through 6.12 include:

- ◆ Innovation
- ◆ Community Stabilization and Prosperity
- ◆ Business Growth and Vitality
- ◆ Central City as a Destination

The TIF District Plan's economic and urban development proposed projects/major activities (Westside TIF District Plan, Chapter 3.1) aim to retain, create, and expand economic opportunities through investments in predevelopment, storefront improvements, and public-private partnerships. Some of the programs that are eligible for funding in this category include:



- ◆ Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries:
 - Offer tenant funding and incentives to attract and retain anchor employers, with particular focus on the downtown core and hubs to support entrepreneurship and innovation.
 - Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor.
- ◆ Tenant Neighborhood Commercial Spaces:
 - Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to
 - support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts;
 - support inclusive wealth creation; and
 - create a vibrant retail environment that attracts diverse visitors from the region and beyond.
- ◆ Rehabilitation of Existing Buildings and Development of New Commercial Space:
 - Renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements.
 - Investments in both large and small construction of new commercial spaces and related parking needs, including conversion of office space to R&D, light manufacturing, maker spaces, and residential, as well as through lease and loan guaranties.

The projects in the Westside TIF District Plan aimed at industry recruitment and conversion of office space will support employment growth, diversification, and resilience. The TIF projects aimed at tenant neighborhood commercial space improvements will support small business development. The Plan includes other projects that invest in regional assets, services, amenities, connectivity and signage, that may enhance Portland’s cultural, historic, recreational, educational, food-related, and ecosystem assets and services

Overall, the Westside TIF District Plan projects will support economic development and employment growth within the District. The Westside TIF District Plan is consistent with Policies 6.1 through 6.12.



LAND DEVELOPMENT

Policy 6.13 Land supply.

Policy 6.14 Brownfield redevelopment.

Policy 6.15 Regionally-competitive development sites.

Policy 6.16 Regulatory climate.

Policy 6.17 Short-term land supply.

Policy 6.18 Evaluate land needs.

Policy 6.19 Corporate headquarters.

Finding: Policies 6.13 through 6.19 provide direction regarding land supply and development sites and regulations in employment areas. The Westside TIF District Plan does not change the Comprehensive Plan designations, the Economic Opportunities Analysis, or any regulations affecting any currently designated employment lands. Policies 6.13 through 6.19 do not apply.

TRADED SECTOR COMPETITIVENESS

Policy 6.20 Traded sector competitiveness.

Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

Policy 6.21 Traded sector diversity.

Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

Policy 6.22 Clusters.

Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

Policy 6.23 Trade and freight hub.

Encourage investment in transportation systems and services that will retain and expand Portland's competitive position as a West Coast trade gateway and freight distribution hub.

Policy 6.24 Traded sector land supply.

Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

Policy 6.25 Import substitution.

Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

Policy 6.26 Business opportunities in urban innovation.

Strive to have Portland's built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.



Finding: Policies 6.20 through 6.26 provide direction on supporting the traded sector business environment at the city and regionwide scale. The Westside TIF District Plan will support implementation of these policies through allocation of funding to recruitment and retention of traded sector industries. Through this category of projects, TIF funding may be used to:

- ◆ Offer tenant funding and incentives to attract and retain anchor employers, with particular focus on the downtown core and hubs to support entrepreneurship and innovation, and
- ◆ Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor.

The Westside TIF District Plan is therefore consistent with Policies 6.20 through 6.26.

EQUITABLE HOUSEHOLD PROSPERITY

Policy 6.27 Income self-sufficiency.

Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.

6.27.a. *Support the role of industrial districts as a leading source of middle wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.*

6.27.b. *Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.*

Policy 6.28 East Portland job growth.

Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

Policy 6.29 Poverty reduction.

Encourage investment in, and alignment of, poverty reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

Policy 6.30 Disparity reduction.

Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

Policy 6.31 Minority-owned, woman-owned and emerging small business (MWESB) assistance.



Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

Finding: Policies 6.27 through 6.31 provide direction on expanding economic opportunities for low-income people and reducing poverty and disparities in income and employment opportunities. Policy 6.28 specifically call for efforts to increase opportunities in East Portland and does not apply to the Westside TIF District. The Westside TIF District does not include land designated as Prime Industrial Area or Central City Industrial shown on Figure 6-1. The Westside TIF District Plan does not change the supply of employment or industrial zoned land.

The Westside TIF District Plan will support the expansion of economic opportunities within the District. As demonstrated in the Westside TIF District Report, more than half of Westside TIF District households earn less than \$50,000, compared to the Portland average of 30 percent. Overall, Median Household Income in Portland is \$85,876 compared to \$78,506 in the TIF District. Half of the TIF District's renter households experience housing cost burden, meaning they spend over 30 percent of their income on housing. The Westside TIF District Report cites the Old Town-Chinatown retail corridor in particular as having a significant population living under the poverty limit (Report Sections 1.1, 1.2).

The Westside TIF District aims to support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity. The TIF-funded “tenant neighborhood commercial spaces” projects will support small business stabilization and growth and inclusive wealth creation. The economic development projects focused on industry recruitment and development of new will support employment growth and increase job opportunities in the TIF District

Additionally, reducing costs for housing and allowing more residents to reside closer to active transportation options improves public health outcomes, increases economic stability, and offers Portlanders greater means to accumulate savings. Therefore, the Westside TIF District Plan will support expanded economic opportunities and reduced poverty and disparities through economic development and business support projects, as well as housing development and multimodal transportation enhancements. The Westside TIF District is therefore consistent with Policies 6.27 through 6.31.

Policy 6.32 Urban renewal plans.

Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- ◆ *Revitalization of neighborhoods.*
- ◆ *Expansion of housing choices.*
- ◆ *Creation of business and job opportunities.*
- ◆ *Provision of transportation linkages.*



- ◆ *Protection of residents and businesses from the threats posed by gentrification and displacement.*
- ◆ *The creation and enhancement of those features which improve the quality of life within the urban renewal area. Transportation, public facilities, and economic development*

Finding: The goals and proposed projects/major activities of the Westside TIF District Plan address all of the topics identified in Policy 6.32. The goals of the Westside TIF District Plan that directly align with Policy 6.32 are as follows:

- ◆ Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth.
- ◆ Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.
- ◆ Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.
- ◆ Create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capability in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults and the unmet needs of extremely low and very low-income households.
- ◆ Enhance the existing character and diversity of the Central City districts, strengthening existing places and fostering the creation of new urban places and experiences.
- ◆ Maintain the economic and cultural diversity of the district and minimize or mitigate involuntary displacement resulting from new development.
- ◆ Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.
- ◆ Improve street design and function to increase efficiency and safety for all transportation modes and the ability to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access.

The proposed projects in Chapter 4.2 of the Plan allocate funding for affordable housing, economic development, and infrastructure projects that will implement the TIF District's goals. Therefore, the Westside TIF District Plan is consistent with Policy 6.32.



CENTRAL CITY

Policy 6.33 Central City.

Improve the Central City's regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

Finding: In addition to the economic and urban development projects that will support employment growth and innovation in the Westside TIF District Plan (see Plan Chapter 3.1 and the responses to findings for Policies 6.1 through 6.12 in this report), the plan has goals and proposed projects to support Central City as a center for arts, culture, entertainment, tourism. The “Regional Assets and Destinations” category of projects will provide a source of funding to invest in regional assets and introduce destination uses (i.e. music and sporting venues, education and cultural hubs, iconic commercial anchors) that attract a diverse variety of users. The Westside TIF District Plan is consistent with Policy 6.33.

Policy 6.34 Central City industrial districts.

Protect and facilitate the long-term success of Central City industrial sanctuary districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

Finding: The Westside TIF District is located within the Central City but not in an industrial sanctuary district. No changes are proposed to the City's industrial district programs, regulations, or land use designations. Policy 6.34 does not apply.

Policy 6.35 Innovation districts.

Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

Finding: The Westside TIF District is located within the Central City but not in the Marquam Hill area. The Westside TIF District does overlap with a portion of the Portland State University Campus Institution area mapped on Figure 6-2 in the Comprehensive Plan but does not propose changes that would impact this campus. Policy 6.35 does not apply.



INDUSTRIAL AND EMPLOYMENT DISTRICTS

- Policy 6.36 Industrial land.
- Policy 6.37 Industrial sanctuaries.
- Policy 6.38 Prime industrial land retention.
- Policy 6.39 Harbor access lands.
- Policy 6.40 Portland Harbor Superfund Site.
- Policy 6.41 Multimodal freight corridors.
- Policy 6.42 Columbia East.
- Policy 6.43 Dispersed employment areas.
- Policy 6.44 Industrial land use intensification.
- Policy 6.45 Industrial brownfield redevelopment.
- Policy 6.46 Impact analysis.
- Policy 6.47 Clean, safe, and green.
- Policy 6.48 Fossil fuel distribution.
- Policy 6.49 Industrial growth and watershed health.
- Policy 6.50 District expansion.
- Policy 6.51 Golf course reuse and redevelopment.
- Policy 6.52 Residential and commercial reuse.
- Policy 6.53 Mitigation banks.
- Policy 6.54 Neighborhood buffers.
- Policy 6.55 Neighborhood park use.

Finding: Policies 6.36 through 6.55 relate to industrial land designations and land uses allowances in industrial areas. The Westside TIF District does not include any industrial districts and does not amend any industrial land designations, land use allowances in industrial zones, or industrial site design standards. No industrial development is proposed. The Westside TIF District Plan does not encompass any harbor access lands or the Portland Harbor Superfund site. Policies 6.36 through 6.55 do not apply.

CAMPUS INSTITUTIONS

- Policy 6.56 Campus institutions.
- Policy 6.57 Campus land use.
- Policy 6.58 Development impacts.
- Policy 6.59 Community amenities and services.
- Policy 6.60 Campus edges.
- Policy 6.61 Satellite facilities.

Finding: Policies 6.56 through 6.61 provide direction regarding campus institutions. The Westside TIF District Plan does not include changes to campus institutional zones. These policies do not apply.



NEIGHBORHOOD BUSINESS DISTRICTS

Policy 6.62 Neighborhood business districts.

Policy 6.63 District function.

Policy 6.64 Small, independent businesses.

Policy 6.65 Home-based businesses.

Policy 6.66 Neighborhood-serving business.

Policy 6.67 Retail development.

Policy 6.68 Investment priority.

Policy 6.69 Non-conforming neighborhood business uses.

Policy 6.70 Involuntary commercial displacement.

Policy 6.71 Temporary and informal markets and structures.

Policy 6.72 Community economic development.

Policy 6.73 Centers.

Finding: Policies 6.62 through 6.73 provide direction regarding neighborhood business districts, including commercial areas located within Centers. The Westside TIF District does not intersect with the neighborhood business districts shown on Figure 6-3 of the Comprehensive Plan. Policies 6.62 through 6.73 do not apply. Conformance with relevant policies related to Centers is demonstrated in the responses to Policies 3.12 through 3.20 of this report.

Chapter 7: Environment and Watershed Health

Goals

Goal 7.A: Climate

Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

Goal 7.B: Healthy watersheds and environment

Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

Goal 7.C: Resilience

Portland's built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

Goal 7.D: Environmental equity

All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.



Goal 7.E: Community stewardship

Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

Finding. Goals 7.A through 7.E focus on City programs and actions to improve environmental quality, watershed health, and resilience. They also provide direction regarding planning for natural resource protection and provide a framework governing the City’s environmental overlay zones.

The Westside TIF District Plan does not include amendments to any programs or regulations that implement these goals. The Plan provides a future funding source that could be used for to enhance waterfront access, use, and activation, and for climate and resilience upgrades and innovation in commercial spaces and infrastructure (Westside TIF District Plan, Chapter 3.1). The Westside TIF District Plan is consistent with Goals 7.A through 7.E.

Policies

IMPROVING ENVIRONMENTAL QUALITY AND RESILIENCE

Policy 7.1 Environmental quality.

Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

Policy 7.2 Environmental equity.

Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

Policy 7.3 Ecosystem services.

Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

Policy 7.4 Climate change.

Update and implement strategies to reduce carbon emissions and impacts, and increase resilience through plans and investments and public education.

7.4.a. *Carbon sequestration. Enhance the capacity of Portland’s urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.*

7.4.b. *Climate adaptation and resilience. Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.*



Policy 7.5 Air quality.

Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders. Coordinate with the Oregon Department of Environmental Quality to incorporate up-to-date air quality information and best practices into planning and investment decisions.

Policy 7.6 Hydrology.

Improve, or support efforts to improve, watershed hydrology, through plans and investments, to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

Policy 7.7 Water quality.

Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the impacts of water quality on the health of all Portlanders.

Policy 7.8 Biodiversity.

Strive to achieve and maintain self-sustaining populations of native species, including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

Policy 7.9 Habitat and biological communities.

Improve, or support efforts to improve, fish and wildlife habitat and biological communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- ◆ *Are rare or declining.*
- ◆ *Support at-risk plant and animal species and communities.*
- ◆ *Support recovery of species under the Endangered Species Act, and prevent new listings.*
- ◆ *Provide culturally important food sources, including those associated with Native American fishing rights as well as traditional foods including plants and wildlife.*

Policy 7.10 Habitat connectivity.

Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- ◆ *Prevent and repair habitat fragmentation.*
- ◆ *Improve habitat quality.*



- ◆ Weave habitat into sites as new development occurs.
- ◆ Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.
- ◆ Promote restoration and protection of floodplains.

Policy 7.11 Urban forest.

Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland’s urban forest through plans and investments.

7.11.a. *Tree preservation. Require and incent preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.*

7.11.b. *Urban forest diversity. Coordinate plans and investments with efforts to improve tree species diversity and age diversity.*

7.11.c. *Tree canopy. Coordinate plans and investments toward meeting City tree canopy goals.*

7.11.d. *Tree planting. Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.*

7.11.e. *Vegetation in natural resource areas. Require native trees and vegetation in significant natural resource areas.*

7.11.f. *Resilient urban forest. Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.*

7.11.g. *Trees in land use planning. Identify priority areas for tree preservation and planting in land use plans, and incent these actions.*

7.11.h. *Managing wildfire risk. Address wildfire hazard risks and management priorities through plans and investments.*

Policy 7.12 Invasive species.

Prevent or reduce the spread of invasive plants, remove infestations, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

Policy 7.13 Soils.

Coordinate plans and investments with programs that address human induced soil loss, erosion, contamination, or other impairments to soil quality and function.

Policy 7.14 Natural hazards.

Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.



Policy 7.15 Brownfield remediation.

Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

Policy 7.16 Adaptive management.

Evaluate trends in watershed and environmental health, and use current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

Policy 7.17 Restoration partnerships.

Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil and water conservation districts, Sovereign nations, and community organizations and groups including under-served and under-represented communities, to optimize the benefits, distribution, and cost-effectiveness of watershed restoration and enhancement efforts.

Policy 7.18 Community stewardship.

Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

Finding: Policies 7.1 through 7.18 are focused on City programs and actions to improve environmental quality and resilience. These policies address City actions, coordination, and regulatory systems related to development. They address environmental quality, equity, ecosystem services, climate, air and water, biodiversity and wildlife habitats, forests, invasive species, soils, hazards, stewardship, adaptive management and partnerships. The Westside TIF District Plan does not include amendments to any programs or regulations that implement these policies.

The TIF District Plan provides a future funding source that could be used for climate and natural hazard resilience including:

- ◆ Renovation of commercial buildings, including to unreinforced masonry buildings, seismic upgrades, and other climate resilience related improvements
- ◆ Innovative infrastructure to meet sustainability and climate goals and to improve seismic resilience and system capacity upgrades.

Therefore, the Westside TIF District Plan is consistent with these policies.

PLANNING FOR NATURAL RESOURCE PROTECTION

Policy 7.19 Natural resource protection.

Policy 7.20 Natural resource inventory.

Policy 7.21 Environmental plans and regulations.

Policy 7.22 Land acquisition priorities and coordination.

Finding: Policies 7.19 through 7.22 provide direction regarding planning for natural resource protection. The City has an established Natural Resource Inventory. The City's



environmental overlay zones are the primary zoning tool to protect resources and functional values that have been identified by the City as providing benefits to the public. The Westside TIF District Plan does not amend the City's natural resources inventory or environmental zones and regulations. Policies 7.19 through 7.22 do not apply.

PROTECTING NATURAL RESOURCES IN DEVELOPMENT SITUATIONS

Policy 7.23 Impact evaluation.

Policy 7.24 Regulatory hierarchy: avoid, minimize, mitigate.

Policy 7.25 Mitigation effectiveness.

Policy 7.26 Improving environmental conditions through development.

Finding: Policies 7.23 through 7.26 pertain to protection of natural resources in development situations. No development is proposed through this TIF District Plan. The City's environmental overlay zones (33.430) are the regulations that control development in order to protect the resources and functional values while allowing environmentally sensitive urban development. The Westside TIF District Plan does not change the environmental overlay regulations. Any future development within the TIF District will need to demonstrate compliance with the City's natural resource protection requirements. These policies do not apply.

AGGREGATE RESOURCES

Policy 7.27 Aggregate resource protection.

Policy 7.28 Aggregate resource development.

Policy 7.29 Mining site reclamation.

Finding: Policies 7.27 through 7.29 provide direction regarding aggregate resources. The Westside TIF District Plan does not impact aggregate resources or mine sites. These policies do not apply.

WATERSHED-SPECIFIC POLICIES

COLUMBIA RIVER WATERSHED

Policy 7.30 In-water habitat.

Policy 7.31 Sensitive habitats.

Policy 7.32 River-dependent and river-related uses.

Finding: Policies 7.30 through 7.32 provide direction regarding habitat and river-related uses in the Columbia River Watershed. The Westside TIF District Plan does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat enhancement, or river-dependent or river-related uses. These policies do not apply.



WILLAMETTE RIVER WATERSHED

Policy 7.33 Fish habitat.

Policy 7.34 Stream connectivity.

Policy 7.35 River bank conditions.

Policy 7.37 Contaminated sites.

Policy 7.38 Sensitive habitats.

Policy 7.39 Riparian corridors.

Policy 7.40 Connected upland and river habitats.

Policy 7.41 River-dependent and river-related uses.

Policy 7.42 Forest Park.

Finding: Policies 7.33 through 7.42 provide direction regarding habitat and river-related uses in the Willamette River Watershed. The Westside TIF District Plan does not affect the Environmental, Greenway, or River overlay zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies do not apply.

COLUMBIA SLOUGH WATERSHED

Policy 7.43 Fish passage.

Policy 7.44 Flow constriction removal.

Policy 7.45 Riparian corridors.

Policy 7.46 Sensitive habitats.

Policy 7.47 Connected rivers habitats.

Policy 7.48 Contaminated sites.

Policy 7.49 Portland International Airport.

Finding: Policies 7.43 through 7.49 provide direction regarding the environment and watershed health in the Columbia Slough Watershed. The Westside TIF District Plan does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies do not apply.

FANNO AND TRYON CREEK WATERSHEDS

Policy 7.50 Stream connectivity

Policy 7.51 Riparian and habitat corridors

Policy 7.52 Reduced hazard risks

Finding. Policies 7.50 through 7.52 pertain to areas that are within or impact the Fanno and Tryon Creek Watersheds. The proposed TIF District is not located in, nor will it impact, these watersheds. These policies do not apply.



JOHNSON CREEK WATERSHED

Policy 7.53 In-stream and riparian habitat.

Policy 7.54 Floodplain restoration.

Policy 7.55 Connected floodplains, springs, and wetlands.

Policy 7.56 Reduced natural hazards.

Finding: Policies 7.33 through 7.42 provide direction regarding habitat and river-related uses in the Johnson Creek Watershed. The Westside TIF District Plan does not affect the Environmental, Greenway, or River overlay zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies do not apply.

Policy 7.57 Greenspace network.

Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

Finding: The Westside TIF District Plan will provide a source of funding for new parks and trails in the District (Westside TIF District Plan, Section 4.2). The TIF District Plan is consistent with Policy 7.57.

Chapter 8: Public Facilities and Services

Goals

Goal 8.A: Quality public facilities and services

High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

Goal 8.B: Multiple benefits

Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

Goal 8.C: Reliability and resiliency

Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

Goal 8.D: Public rights-of-way

Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.



Goal 8.E: Sanitary and stormwater systems

Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

Goal 8.F: Flood management

Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

Goal 8.G: Water

Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

Goal 8.H: Parks, natural areas, and recreation

All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

Goal 8.I: Public safety and emergency response

Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

Finding: Goals 8.A through 8.I provide direction on the provision of quality public services, in a manner which supports the overall guiding principles of the Comprehensive Plan: economic prosperity, human and environmental health, equity and resilience. The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP). The CSP includes inventory, condition, and future project information for City transportation, water, sanitary sewer, and stormwater systems, as required by Oregon Planning Goal 11: Public Facilities and Oregon Revised Statute 19, as well as for parks, recreation, and other facilities and systems provided by the City of Portland. The Westside TIF District Plan does not amend the CSP.

The Westside TIF District Plan will provide a source of funding for street and utilities Improvements to support vertical development (Westside TIF District Plan, Chapter 3.1), including projects that:

- ◆ Provide new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development at Broadway Corridor and other large westside sites.
- ◆ Enhance access for a variety of modes of transportation and users.
- ◆ Develop innovative infrastructure to meet sustainability and climate goals.



- ◆ Improve seismic resilience and system capacity upgrades.

The findings in this report under Section 2, Guiding Principles, demonstrate that this TIF District plan and its projects support economic prosperity, human and environmental health, equity and resilience within the District. Since the Plan provides a funding source for public facilities and services that support the overall guiding principles of the Comprehensive plan, the TIF District Plan supports Goals 8.A through 8.C.

Goal 8.J: Solid waste management

Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

Finding: Goal 8.J provides direction on the planning for and provision of solid waste management services. The Westside TIF District Plan does not impact the City’s provision of solid waste management services. This goal does not apply.

Goal 8.K: School facilities

Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

Finding: Goal 8.K provides direction on the planning for and provision of school facilities. The Westside TIF District Plan does not impact the Portland Public Schools Long Range Facility Plan or implementation of school facility policies. This goal does not apply.

Goal 8.L: Technology and communications

All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

Finding: Goal 8.L provides direction on the provision of technology and communication services. The Westside TIF District Plan does not impact the provision of these services. This goal does not apply.

Goal 8.M: Energy infrastructure and services

Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

Finding: Goal 8.M provides direction on the planning for and provision of energy infrastructure and services. The Westside TIF District Plan does not amend the sections of the zoning code that regulate the production of energy or other types of energy



infrastructure and does not affect coordination efforts that implement this goal. This goal does not apply.

Policies

SERVICE PROVISION AND URBANIZATION

Policy 8.1 Urban services boundary.

Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

Policy 8.2 Rural, urbanizable, and urban public facility needs.

Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

Policy 8.3 Urban service delivery.

Provide the following public facilities and services at urban levels of service to urban lands within the City's boundaries of incorporation:

- ◆ *Public rights-of-way, streets, and public trails*
- ◆ *Sanitary sewers and wastewater treatment*
- ◆ *Stormwater management and conveyance*
- ◆ *Flood management*
- ◆ *Protection of the waterways of the state*
- ◆ *Water supply*
- ◆ *Police, fire, and emergency response*
- ◆ *Parks, natural areas, and recreation*
- ◆ *Solid waste regulation*

Policy 8.4 Supporting facilities and systems.

Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

Policy 8.5 Planning service delivery.

Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City's Urban Services Boundary.

Finding: Policies 8.1 through 8.5 provide direction on the planning for and provision of public facilities and services and the process of urbanization. The Westside TIF District



Plan does not urbanize any rural land or include new public facilities or infrastructure projects. The Westside TIF District Plan authorizes the use of TIF funds to support projects consistent with City plans and policies. Infrastructure needs for new development will be addressed at the time of development. The Westside TIF District Plan is consistent with Policies 8.1 through 8.5.

SERVICE COORDINATION

Policy 8.6. Interagency coordination.

Policy 8.7. Outside contracts.

Policy 8.8. Public service coordination.

Policy 8.9. Internal coordination.

Policy 8.10. Co-location.

Finding: Policies 8.6 through 8.10 provide direction on coordination with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland’s Urban Services Boundary. The Westside TIF District Plan does not include new public facility or infrastructure projects or amendments to public service coordination agreements. These policies do not apply. These agencies were notified of the Westside TIF District Plan pursuant to the City’s legislative procedures (33.740).

SERVICE EXTENSION

Policy 8.11. Annexation.

Policy 8.12. Feasibility of service.

Policy 8.13. Orderly service extension.

Policy 8.14. Coordination of service extension.

Policy 8.15. Services to unincorporated urban pockets.

Policy 8.16. Orderly urbanization.

Policy 8.17. Services outside the city limits.

Policy 8.18. Service district expansion.

Policy 8.19. Rural service delivery.

Finding: Policies 8.11 through 8.19 provide direction on extending public services. The proposed Westside TIF district is within the City’s boundary and Urban Services Boundary and the TIF District Plan does not include new public facility or infrastructure projects or service extensions. These policies do not apply.

PUBLIC INVESTMENT

Policy 8.20 Regulatory compliance.

Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.



Policy 8.21 System capacity.

Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

Policy 8.22 Equitable service.

Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

8.22.a. In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

8.22.b. In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

8.22.c. In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

8.22.d. In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

Policy 8.23 Asset management.

Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

Policy 8.24 Risk management.

Maintain and improve Portland's public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

Policy 8.25 Critical infrastructure.

Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

Policy 8.26 Capital programming.

Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

Finding: Policies 8.20 through 8.26 provide direction on investment priorities for public facilities, including the establishment, maintenance, and improvement of such facilities. The Westside TIF District provides a source of funding for street and utilities improvements to support vertical development (Westside TIF District Plan, Chapter 3.1), including projects that:



- ◆ Provide new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development at Broadway Corridor and other large westside sites.
- ◆ Enhance access for a variety of modes of transportation and users.
- ◆ Develop innovative infrastructure to meet sustainability and climate goals.
- ◆ Improve seismic resilience and system capacity upgrades.

The Westside TIF District is therefore consistent with Policies 8.20 through 8.26 as it will support implementation of these policies within the District.

FUNDING

Policy 8.27 Cost-effectiveness.

Policy 8.28 Shared costs.

Policy 8.29 System development.

Policy 8.30 Partnerships.

Finding: Policies 8.27 through 8.30 provide direction on procedures for the funding of public facilities within the City of Portland’s Urban Services Boundary. While the proposed Westside TIF District may provide a source of funding for public facilities within the District, it does not include specific new public facility or infrastructure projects. Cost sharing is addressed by the service bureaus in conjunction with individual development proposals based on site-specific circumstances. These policies do not apply.

PUBLIC BENEFITS

Policy 8.31 Application of Guiding Principles.

Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.

Finding: The Westside TIF District Plan does not propose specific new public facilities but does authorize funding for certain public facilities as demonstrated in the TIF District Plan Chapter 4.2. This report contains findings that demonstrate that the TIF District Plan is consistent with the Comprehensive Plan Guiding Principles (see the Guiding Principles subsection of Section 3 in this report). The Westside TIF District Plan is therefore consistent with Policy 8.31.



- Policy 8.32 Community benefits.**
- Policy 8.33 Community knowledge and experience.**
- Policy 8.34 Resource efficiency.**
- Policy 8.35 Natural systems.**
- Policy 8.36 Context-sensitive infrastructure.**
- Policy 8.37 Site- and area-specific needs.**
- Policy 8.38 Age-friendly public facilities.**

Finding: Policies 8.32 through 8.38 provide direction on the planning and design of new public facilities projects. Development of public facilities is not proposed through this TIF District Plan, and no changes are proposed to the City’s procedures or standards that guide the development of new public facilities. Policies 8.32 through 8.38 do not apply.

PUBLIC RIGHTS-OF-WAY

- Policy 8.39 Interconnected network.**
- Policy 8.40 Transportation function.**
- Policy 8.41 Utility function.**
- Policy 8.42 Stormwater management function.**
- Policy 8.43 Trees in rights-of-way.**
- Policy 8.44 Community uses.**
- Policy 8.45 Pedestrian amenities.**
- Policy 8.46 Commercial uses.**
- Policy 8.47 Flexible design.**
- Policy 8.48 Corridors and City Greenways.**
- Policy 8.49 Coordination.**
- Policy 8.50 Undergrounding.**
- Policy 8.51 Right-of-way vacations.**
- Policy 8.52 Rail rights-of-way.**

Finding: Policies 8.39 through 8.52 provide direction on the planning and design of new public facilities, uses, or infrastructure projects in the right-of-way; and right of way vacations. The Westside TIF District Plan does not include specific new public facility, uses, or infrastructure projects in the right-of-way, but does provide potential funding for these improvements. Any new public facility, uses, or infrastructure projects associated with the TIF District Plan will demonstrate consistency with these requirements at the time of development. These policies do not apply.



TRANSPORTATION SYSTEM

TRAILS

Policy 8.53 Public trails.

Policy 8.54 Trail system connectivity.

Policy 8.55 Trail coordination.

Policy 8.56 Trail diversity.

Policy 8.57 Public access requirements.

Policy 8.58 Trail and City Greenway coordination.

Policy 8.59 Trail and Habitat Corridor coordination.

Finding: Policies 8.53 through 8.60 apply to the planning, design, improvement, and maintenance of the City's trail system. The Westside TIF District Plan does not amend the City's trail system or designated trail alignments. No new trails or trail improvements are proposed at this time. These policies do not apply.

SANITARY AND STORMWATER SYSTEMS

SANITARY SYSTEM

Policy 8.61 Sewer connections.

Finding: Policy 8.61 applies to development. No development is proposed at this time. Policy 8.61 is ensured through Title 25, Plumbing Regulations and verified at the time of development permit application. The Westside TIF District Plan do not alter or affect Title 25 requirements. This policy does not apply.

Policy 8.62 Combined sewer overflows.

Policy 8.63 Sanitary sewer overflows.

Policy 8.64 Private sewage treatment systems.

Policy 8.65 Sewer extensions.

Policy 8.66 Pollution prevention.

Policy 8.67 Treatment.

Finding: Policies 8.62 through 8.67 to apply to the planning for and provision of sanitary sewer facilities. BES regularly analyzes the sanitary sewer and stormwater system needs in the city, in conjunction with the Bureau of Planning and Sustainability's planning projects, to ensure that Portland residents and businesses have adequate sanitary and stormwater service. Based on an understanding of current and anticipated growth in the city and system conditions, BES identifies priority areas for upgrading infrastructure, improving system capacity, and providing programs needed to serve the community's needs related to clean water and public health. The Westside TIF District Plan does not change these policies. These policies do not apply.



STORMWATER SYSTEM

Policy 8.68 Stormwater facilities.

Policy 8.69 Stormwater as a resource.

Policy 8.70 Natural systems.

Policy 8.71 Green infrastructure.

Policy 8.72 Stormwater discharge.

Policy 8.73 On-site stormwater management.

Policy 8.74 Pollution prevention.

Policy 8.75 Stormwater partnerships.

Finding: Policies 8.68 through 8.75 to apply to the provision of stormwater facilities. The Citywide Systems Plan includes projects to address facilities needed for conveyance, flow control and pollution reduction. Environmental Services evaluates development proposals that increase impervious area (including buildings and hardscape) against the City's Stormwater Management Manual and Source Control Manual to effectively comply with local, state and federal point and non-point pollution water quality mandates. The Westside TIF District Plan does not change these policies. Policies 8.68 through 8.75 do not apply.

FLOOD MANAGEMENT

Policy 8.76 Flood management.

Policy 8.77 Floodplain management.

Policy 8.78 Floodplain management facilities.

Policy 8.79 Drainage district coordination.

Policy 8.80 Levee coordination.

Finding: Policies 8.76 through 8.80 to apply to the management of floodplains. These policies are implemented through Portland's Environmental overlay maps and the City programs that regulate development in the floodplain (i.e., Title 33.631 Sites in Flood Hazard Areas; Title 10 Erosion Control, and the balanced cut and fill requirements of Title 24). The Westside TIF District Plan does not change these policies. Policies 8.76 through 8.80 do not apply.



WATER SYSTEMS

Policy 8.81 Primary supply source.

Policy 8.82 Bull Run protection.

Policy 8.83 Secondary supply sources.

Policy 8.84 Groundwater wellfield protection.

Policy 8.85 Water quality.

Policy 8.86 Storage.

Policy 8.87 Fire protection.

Policy 8.88 Water pressure.

Policy 8.89 Water efficiency.

Policy 8.90 Service interruptions.

Policy 8.91 Outside user contracts.

Finding: Policies 8.81 through 8.91 to apply to the provision of water service. These policies govern how the City manages its water system and are not applicable to development. Policies 8.81 through 8.85 are addressed through the requirements in Title 21 Water. Protections for the Bull Run watershed are enumerated in Chapter 21.36. Groundwater wellfield protections are ensured through regulations in Chapter 21.35. And water quality is locally regulated by Chapter 21.12, as well as Title 25 Plumbing Regulations, in addition to compliance mandates at the state and federal level. The Westside TIF District Plan does not amend, or affect implementation of, these policies. Policies 8.81 through 8.91 do not apply.

PARKS AND RECREATION

Policy 8.92 Acquisition, development, and maintenance.

Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

Policy 8.93 Service equity.

Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

Policy 8.94 Capital programming.

Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.

Policy 8.95 Park planning.

Improve parks, recreational facilities, natural areas, and the urban forest in accordance with relevant master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input. Consider developing master or management plans for properties that lack guiding plans or strategies.



Policy 8.96 Recreational trails.

Establish, improve, and maintain a complete and connected system of Major Public Trails that provide recreational opportunities and that can serve transportation functions consistent with policies 8.53 through 8.60 and other City trail policies and plans.

Policy 8.97 Natural resources.

Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.

Policy 8.98 Urban forest management.

Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation. See also Policy 7.10.

Policy 8.99 Recreational facilities.

Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

Policy 8.100 Self-sustaining Portland International Raceway (PIR).

Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

Policy 8.101 Self-sustaining and inclusive golf facilities.

Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

Policy 8.102 Specialized recreational facilities.

Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

Policy 8.103 Public-private partnerships.

Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

Finding: Policies 8.92 through 8.103 provide direction on the City's park system planning. Policies 8.100 and 8.101 apply specifically to the Portland International Raceway and Golf Facilities and so are not applicable to this district. The Westside TIF District does not amend any of the City's parks and recreation programs or requirements. As demonstrated in the Westside TIF District Report, all of the housing units in the Westside TIF District are within a half mile of a park and meet the City's level of service standards. However, funding streams for repair, replacement, and ADA compliance updates for park facilities in this TIF District are deficient.



The plan authorizes funding for public realm enhancements and inclusive neighborhood improvements that may support development of open space, community centers, recreational, arts and cultural centers, and enhance waterfront use and activation. The Westside TIF District Plan is therefore consistent with these policies.

PUBLIC SAFETY AND EMERGENCY RESPONSE

Policy 8.104 Emergency preparedness, response, and recovery coordination.

Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

Policy 8.105 Emergency management facilities.

Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

Policy 8.106 Police facilities.

Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

Policy 8.107 Community safety centers.

Establish, coordinate, and co-locate public safety and other community services in centers.

Policy 8.108 Fire facilities.

Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds minimum established service levels.

Policy 8.109 Mutual aid.

Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

Policy 8.110 Community preparedness.

Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

Policy 8.111 Continuity of operations.

Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

Finding: Policies 8.104 through 8.111 provide direction on the provision of public safety and emergency response services and facilities. These policies are focused on the operational, facility-based, and inter-agency coordination aspects of emergency management. The Westside TIF District Plan does not amend or impact any of the public facility or emergency response plans, strategies, or protocols that implement these policies. The Westside TIF District Plan does authorize funding for seismic upgrades and other climate resilience related improvements so may support community



preparedness within the District without interfering with the implementation of these policies. The Westside TIF District Plan is therefore consistent with 8.104 through 8.111.

SOLID WASTE MANAGEMENT

Policy 8.112 Waste management.

Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and then landfill.

Finding: The Westside TIF District Plan does not impact or amend the City’s land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively. Policy 8.112 does not apply.

SCHOOL FACILITIES

Policy 8.113 School district capacity.

Policy 8.114 Facilities planning.

Policy 8.115 Co-location.

Policy 8.117 Recreational use.

Policy 8.118 Schools as emergency aid centers.

Policy 8.119 Facility adaptability.

Policy 8.120 Leverage public investment.

Policy 8.121 School access.

Policy 8.122 Private institutions.

Finding: Policies 8.114 through 8.122 provide direction on planning for school facilities and school sites. The Westside TIF District Plan does not impact the Portland Public Schools Long Range Facility Plan or implementation of school facility policies. These policies do not apply.

TECHNOLOGY AND COMMUNICATIONS

Policy 8.123 Technology and communication systems.

Policy 8.124 Equity, capacity, and reliability.

Finding: Policies 8.123 and 8.124 provide direction on the provision technology and communication services. The Westside TIF District plan does not impact or interfere with the implementation of these policies. Policies 8.123 and 8.124 do not apply.

ENERGY INFRASTRUCTURE

Policy 8.125 Energy efficiency.

Policy 8.126 Coordination.

Finding: The Westside TIF District Plan does not amend the sections of the zoning code that regulate the production of energy or other types of energy infrastructure and does not impact or interfere with the City’s coordination efforts with energy providers. Policies 8.125 and 8.126 do not apply.



Chapter 9: Transportation

Goals

GOAL 9.A: Safety

The City achieves the standard of zero traffic-related fatalities and serious injuries. Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through equity, engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.

Finding: As shown in the Westside TIF Report, through the Westside TIF District, Broadway, Burnside, and 4th Avenue are all part of the Vision Zero High Crash Network, and nearly all of the high crash intersections on these streets are within or near the proposed TIF district boundaries. The TIF District Plan authorizes funding for new streets, street improvements, bike lanes to enhance access for a variety of modes of transportation and users. These projects will support the Plan's goals of providing safe, accessible and comfortable pedestrian and bicycle networks. The TIF District Plan is consistent with this goal.

Goal 9.B: Multiple goals

Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

Finding: Goal 9.B states that the City's transportation system should be funded and maintained to meet goals of being safe, complete, interconnected, multimodal, and fulfilling daily needs for people and businesses. The Westside TIF District Plan is aligned with these goals. As shown in Chapter 3.1 of the TIF District Plan, one of the District goals is to "improve street design and function to increase efficiency and safety for all transportation modes and the ability to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access.". The TIF District Plan will provide funding for:

- ◆ New streets, street improvements, and bike lanes to serve and provide better access to new district development at Broadway Corridor and other large westside sites.
- ◆ Projects that enhance access for a variety of modes of transportation and users.

The Plan will therefore support the implementation of the multiple goals identified in Goal 9.B.



GOAL 9.C: Great places

Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

Finding: The Westside TIF District Plan will provide a funding source for connectivity and accessibility improvements throughout the District, which is located in the Central City and includes the Broadway, W Burnside Street, and Naito Parkway Civic Corridors. The Plan's transportation improvement projects that will support safe, livable, walkable places in the District that provide complete, livable and connected neighborhoods for residents and workers. The Westside TIF District Plan is consistent with Goal 9.C.

GOAL 9.D: Environmentally sustainable

The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders' reliance on private vehicles.

Finding: The Westside TIF District Plan includes pedestrian and bicycle improvement safety and connectivity projects that will support safe, active transportation in the District. The TIF District Plan is consistent with Goal 9.D.

GOAL 9.E: Equitable transportation

The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

Finding: The Westside TIF District has a history of serious crashes and is part of the Vision Zero High Crash Network. The Westside TIF District Plan authorizes funding for transportation projects that enhance pedestrian and bicycle safety, connectivity, and accessibility. The TIF District Plan is consistent with Goal 9.E.

GOAL 9.F: Positive health outcomes

The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

Finding: The Westside TIF District Plan will provide a source of funding for new bike lanes and street improvements, as well as projects that improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges. The TIF District Plan will therefore support implementation of Goal 9.F.

GOAL 9.G: Opportunities for prosperity

The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal



freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

Finding: The Westside TIF District Plan furthers this goal by providing funding to enhance multimodal access to the area’s employment areas, thereby helping to expand residents’ access to economic opportunity and the viability of these areas. The Westside TIF District Plan is consistent with Goal 9.G.

GOAL 9.H: Cost effectiveness

The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets.

Finding: The Westside TIF District Plan does not impact the City’s procedures for analyzing and prioritizing capital and operating investments. Goal 9.H does not apply.

GOAL 9.I: Airport Futures

Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region’s air transportation needs without compromising livability and quality of life for future generations.

Finding: The Westside TIF District does not impact any airport facilities and does not amend the Portland International Airport Plan District or any of the plans that implement Goal 9.I. Goal 9.I does not apply.

Policies

DESIGN AND PLANNING

Policy 9.1 Street design classifications.

Policy 9.2 Street policy classifications.

Policy 9.3 Transportation System Plan.

Policy 9.4 Use of classifications.

Finding: Policies 9.1 through 9.4 provide direction regarding transportation system classifications and the Transportation System Plan. The Westside TIF District Plan does not change the functional classification of any existing or proposed transportation facility, nor does it change the standards implementing a functional classification system. Policies 9.1 through 9.4 do not apply.

Policy 9.5 Mode share goals and Vehicle Miles Travelled (VMT) reduction.

Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan, and meet or exceed Metro’s mode share and VMT targets.

Finding: The Westside TIF District authorizes funding that can support active transportation infrastructure that enhances access for a variety of modes of transportation and users. Projects including new streets, street improvements, and bike lanes could help to implement this policy by encouraging lower carbon transportation



modes. The Plan does not amend targets set in the Climate Action Plan or Transportation System Plan. The TIF District Plan is consistent with Policy 9.5.

Policy 9.6 Transportation strategy for people movement

Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. *Walking*
2. *Bicycling*
3. *Transit*
4. *Fleets of electric, fully automated, multiple passenger vehicles*
5. *Other shared vehicles*
6. *Low or no occupancy vehicles, fossil-fueled non-transit vehicles*

When implementing this prioritization, ensure that:

- ◆ *The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.*
- ◆ *All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.*
- ◆ *When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridor.*
- ◆ *Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.*
- ◆ *Policy-based rationale is provided if modes lower in the ordered list are prioritized.*

Specific modal policies are found below in policies 9.17 to 9.40.

Finding: The Westside TIF District Plan authorizes funding for proposed projects that include new bike lanes, street improvements, increased pedestrian and bicycle safety and connectivity, and enhanced accessibility for individuals with mobility challenges. The Plan does not amend the City's prioritization of modes outlined in this policy. The TIF District Plan will therefore support implementation of Policies 9.17 through 9.21 and is consistent with these policies.

Policy 9.7 Moving goods and delivering services.

In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs. Multimodal freight policies are found below in policies 9.33 to 9.35.

Finding: Policy 9.7 provides direction on maintaining efficient and reliable movement of goods and service and planning for freight system improvements. The Westside TIF



District Plan does not impact or interfere with the implementation of these policies. Policy 9.7 does not apply.

Policy 9.8 Affordability

Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been underserved or under-represented or have historically borne unequal burdens.

Finding: The Westside TIF Districts Plan’s recommended transportation projects focus on increasing efficiency and safety for all transportation modes, emphasize walking, bicycling, transit use and freight access. As shown in the Westside TIF Report, more than half of TIF District households earn less than \$50,000, compared to Portland at 30 percent. Overall, Median Household Income in Portland is \$85,876 compared to \$78,506 in the TIF District. Given that this is a high-opportunity area with good transit access and a concentration of amenities, the Plan’s new investments in housing could serve a broader swath of the community and provide increased access. The Westside TIF District Plan is consistent with Policy 9.8.

Policy 9.9 Accessible and age-friendly transportation system

Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

Finding: The Westside TIF District Plan will provide a source of funding for projects that develop new bike lanes and street improvements, improve pedestrian and bicycle safety and connectivity, and enhance accessibility for individuals with mobility challenges. These projects will make the District easier for people of all ages and abilities to safely and conveniently access local destinations by walking, biking, or rolling. The Westside TIF District Plan is consistent with Policy 9.9.

Policy 9.10 Geographic policies

Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

9.10.a *Refer to adopted area plans for additional applicable geographic objectives related to transportation, land use, development, and placemaking*

Finding: The Westside TIF District Plan does not amend, or impact the implementation of, any geographically-specific policies in the Transportation System Plan. Policy 9.10 does not apply.



LAND USE, DEVELOPMENT, AND PLACEMAKING

Policy 9.11 Land use and transportation coordination

Policy 9.12 Growth strategy

Policy 9.13 Development and street design

Finding: No changes are proposed to street design and policy classifications or land use designations. Policies 9.11 through 9.13 do not apply.

STREETS AS PUBLIC SPACES

Policy 9.14 Streets for transportation and public spaces

Policy 9.15 Repurposing street space

Policy 9.16 Design with nature

Finding: No changes are proposed to street design requirements, and no new streets or street realignments are currently proposed. Policies 9.14 through 9.16 do not apply.

MODAL POLICIES

Policy 9.17 Pedestrian transportation

Encourage walking as the most attractive mode of transportation for most short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit.

Policy 9.18 Pedestrian networks

Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

Policy 9.19 Pedestrian safety and accessibility

Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

Policy 9.20 Bicycle transportation

Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

Policy 9.21 Accessible bicycle system

Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

Finding: Policies 9.17 through 9.21 provide direction on creating attractive, complete, safe, accessible, and convenient pedestrian and bicycle transportation networks. The Westside TIF District Plan will provide a source of funding for projects that develop new bike lanes and street improvements, improve pedestrian and bicycle safety and connectivity, and enhance accessibility for individuals with mobility challenges. The TIF District Plan will therefore support implementation of Policies 9.17 through 9.21 and is consistent with these policies.



Policy 9.22 Public transportation

Policy 9.23 Transportation to job centers

Policy 9.24 Transit service

Policy 9.25 Transit equity

Policy 9.26 Transit funding

Policy 9.27 Transit service to centers and corridors

Finding: Policies 9.22 through 9.23 provide direction on the provision of a public transit system. The Westside TIF District does not impact or interfere with the implementation of these policies. Policies 9.22 through 9.23 do not apply.

Policy 9.28 Intercity passenger service

Policy 9.29 Regional trafficways and transitways

Policy 9.30 Multimodal goods movement

Policy 9.31 Economic development and industrial lands

Policy 9.32 Multimodal system and hub

Policy 9.33 Freight network

Policy 9.34 Sustainable freight system

Policy 9.35 Freight rail network

Policy 9.36 Portland Harbor

Policy 9.37 Portland Heliport

Policy 9.38 Automobile transportation

Policy 9.39 Automobile efficiency

Policy 9.40 Emergency response

Finding: Policies 9.28 through 9.40 provide direction on Citywide transportation system planning. The Westside TIF District does impact the implementation of any of these policies. Policies 9.28 through 9.40 do not apply.

AIRPORT FUTURES

Policy 9.41 Portland International Airport

Policy 9.42 Airport regulations

Policy 9.43 Airport partnerships

Policy 9.44 Airport investments

Finding: Policies 9.41 through 9.44 provide policy direction related to Portland International Airport. The Westside TIF District Plan does not change the Portland International Airport Plan District or have any impact on airport facilities. These policies do not apply.



SYSTEM MANAGEMENT

Policy 9.45 System management

Policy 9.46 Traffic management

Policy 9.47 Connectivity

Policy 9.48 Technology

Policy 9.49 Performance measures

Policy 9.50 Regional congestion management

Policy 9.51 Multimodal Mixed-Use Area

Finding: Policies 9.45 through 9.51 provide direction on managing the Citywide transportation system. The Westside TIF District plan does not impact the implementation of these policies as it does not propose changes to the City's Transportation System Plan, street design standards or guidelines, street classifications, multimodal performance measures, or land use designations. The plan does not impact the City's regional congestion management approach with Metro and does not propose amendments to the Central City Plan. Policies 9.45 through 9.51 do not apply.

TRANSPORTATION DEMAND MANAGEMENT

Policy 9.52 Outreach

Policy 9.53 New development

Policy 9.54 Projects and programs

Finding: Policies 9.52 through 9.54 provide direction regarding transportation demand management. The Westside TIF District Plan does not affect existing transportation demand management regulations or outreach programs (e.g., requirements in Title 17.107, Chapter 33.266.410, Chapter 33.852, Smart Trips, and Safe Routes to Schools). Policies 9.52 through 9.54 do not apply.

PARKING MANAGEMENT

Policy 9.55 Parking management

Policy 9.56 Curb Zone

Policy 9.57 On-street parking

Policy 9.58 Off-street parking

Policy 9.59 Share space and resources

Policy 9.60 Cost and price

Policy 9.61 Bicycle parking

Finding: Policies 9.55 through 9.61 address parking management and off-street parking. These policies direct the City to reduce and manage parking demand, utilize parking management and pricing tools in areas with high parking demand, limit the development of new parking spaces, encourage the shared use of parking, and promote the development of new bicycle parking facilities in the public right-of-way. The Westside TIF District Plan does not impact or interfere with the implementation of these policies. Policies 9.55 through 9.61 do not apply.



FINANCE, PROGRAMS, AND COORDINATION

Policy 9.62 Coordination

Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

Finding: The Westside TIF District plan does not impact or interfere with the City's coordination with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services. Policy 9.62 does not apply.

Policy 9.63 New development impacts

Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

Finding: The TIF District Plan does not change existing tools for transportation and parking demand management and system improvement and fees. No specific new development is not proposed at this time as part of the establishment of the Westside TIF District. Prevention, reduction, and mitigation of the impacts on the transportation system from new development and redevelopment within the District will be addressed at the time development is proposed. Policy 9.63 does not apply.

Policy 9.64 Education and encouragement

Policy 9.65 Telecommuting

Policy 9.66 Project and program selection criteria

Policy 9.67 Funding

Finding: Policies 9.64 through 9.67 address the funding and management of the City's transportation system and programs and not development or uses on private or public land outside of the right of way. The Westside TIF District Plan does not propose any changes to these policies. These policies do not apply.

NEW MOBILITY

Policy 9.68 New mobility priorities and outcomes

Policy 9.69 New mobility tools

Finding: Policies 9.68 and 9.69 address the management of automated vehicles. The Westside TIF District will not impact or interfere with the implementation of these policies. These policies do not apply.



Chapter 10: Land Use Designations and Zoning

Goal

Goal 10.A Land use designations and zoning

Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code.

Finding: The TIF District Plan will not amend land use designations, Zoning Map, and the Zoning Code. This goal does not apply.

Policies

LAND USE DESIGNATIONS

Policy 10.1 Land use designations

Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.

Finding: The TIF District Plan will not amend land use designations, Zoning Map, and the Zoning Code. This goal does not apply.

THE ZONING MAP AND THE ZONING CODE

Policy 10.2 Relationship of land use designations to base zones

Policy 10.3 Amending the Zoning Map

Policy 10.4 Amending the Zoning Code

Finding: The Westside TIF District Plan does propose any amendments to land use designations, base zones, the zoning map or zoning code. Policies 10.2 through 10.4 do not apply.



4. Advance Portland

Introduction

In 2023, the City of Portland approved *Advance Portland: A Call to Action for Inclusive Economic Growth* (“Advance Portland”), which established the City’s and Prosper Portland’s five-year economic strategy. Advance Portland embraces a vision of Portland as a model 21st century city that targets and manages growth well and aligns economic growth with equity and climate resiliency to provide a prosperous, vibrant, healthy place for all Portland residents and businesses. The City strives to realize this vision by pursuing a series of 4 Objectives, which each represent a series of strategies with a common goal.

Goal

The goal of the 2023-2028 strategy is to advance inclusive growth by establishing enduring partnerships, policies, and initiatives, that propel and align economic prosperity with racial equity and climate action.

Finding: The Westside TIF District Plan aims to align economic prosperity with racial equity and climate action. The Westside TIF District Plan envisions a district where:

- ◆ The Central City is a successful dense mixed-use center composed of unique, livable neighborhoods with housing, services, and amenities that support the needs of people of all ages, incomes, backgrounds, and abilities.
- ◆ Affordable housing supply maintains and supports the area’s growing racial, cultural, and economic diversity.
- ◆ Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.
- ◆ The Willamette River is the defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation and supports a range of river uses.
- ◆ Well connected, efficient, and safe transportation network is well used, emphasizing walking, bicycling and transit use. Efficient transportation of freight supports local and regional business growth. Parking is managed to optimize use of the limited supply and balance the need with other uses of rights of way.
- ◆ Public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of inviting experiences for public interaction.

The Plan includes a category of projects for economic development that aim to support access to and expansion of economic opportunities for all groups facing longstanding



disparities, including education, housing, and employment to ensure equitable benefits of development. TIF-funded economic development projects will seek to:

- ◆ Offer tenant funding and incentives to attract and retain anchor employers, with particular focus on the downtown core and hubs to support entrepreneurship and innovation.
- ◆ Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor.
- ◆ Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to:
 - Support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts;
 - Support inclusive wealth creation; and
 - Create a vibrant retail environment that attracts diverse visitors from the region and beyond.

The Plan also allocates funding towards projects that “develop inclusive and welcoming neighborhoods that reflect the diversity of Portland” and “pursue innovative infrastructure to meet sustainability and climate goals” (Westside TIF District Plan, Chapter 3.1). Finally, the Plan allocates funding for affordable housing projects which will reduce costs for housing, increase economic stability, and offer Portlanders greater means to accumulate savings. In addition to the City’s set-aside policy to allocate 45 percent of TIF funds to affordable housing, additional TIF funds allocated to Prosper Portland can also be used to support middle-income housing for households at 80-120 percent of AMI. These projects will collectively support economic prosperity and climate action within the District.

By focusing investments in economic and urban development, housing, inclusive neighborhood improvements, and climate resilient infrastructure, the Westside TIF District Plan supports economic prosperity, climate action, and racial equity. The Westside TIF District Plan is therefore consistent with the overarching goal of the Advance Portland Strategy.

Objectives

Objective 1 Propel Inclusive Economic Growth & Innovation

in key traded sector clusters and expand green products and services that address barriers to growth.

Finding: Objective 1 aims to support economic growth in the traded sector industry clusters that bring in new income to the area and growing the regional economy. The five priority industry clusters are Athletic & Outdoor, Green Cities, Food & Beverage Manufacturing, Metals & Machinery, and Software & Media. The actions in this objective



focus on the City-led development of action plans, initiatives, and partnerships to support these industries. One of the categories of proposed projects for major activities in the Westside TIF District Plan is “Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries.” This category of projects aims to:

- ◆ Offer tenant funding and incentives to attract and retain anchor employers, with particular focus on the downtown core and hubs to support entrepreneurship and innovation.
- ◆ Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor.
- ◆ Priority project areas include:
 - Downtown
 - Old Town
 - Ankeny Triangle
 - Pioneer Place and Downtown Retail Core
 - Broadway Corridor

These investments will help to solidify and grow the Central City as a hub for key traded sector clusters. The TIF District Plan also includes projects to develop new commercial space or rehabilitate existing buildings, which will help ensure that the building stock in the District’s employment areas is aligned with the needs of modern commercial and employment facilities. The Westside TIF District Plan is therefore consistent with Objective 1.

Objective 2 Promote Equitable Wealth Creation

by supporting BIPOC-owned small businesses and entrepreneurs to start and grow businesses through partnerships, capital, and relevant support.

Finding: The Westside TIF District Plan will support small business stabilization and growth within the District. One of the categories of proposed projects for major activities in the Westside TIF District Plan is “Tenant Neighborhood Commercial Spaces.” This category of projects aims to:

- ◆ Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to:
 - Support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts;
 - Support inclusive wealth creation; and
 - Create a vibrant retail environment that attracts diverse visitors from the region and beyond.



- ◆ Priority project areas include:
 - Historic Districts (including Old Town and the Ankeny Triangle)
 - Major Commercial and Retail Corridors (including 1st Avenue, Transit Mall, Burnside, and Morrison/Yamhill)

Additionally, by reducing costs for housing, the TIF District Plan will increase economic stability, offer residents greater means to generate wealth, and create opportunities for more access for families, BIPOC communities, and a wider range of incomes in the TIF District. Therefore, the Westside TIF District Plan will support equitable wealth creation through economic development and business support projects, as well as affordable housing investments. The Westside TIF District Plan is consistent with Objective 2.

Objective 3 Foster a Vibrant Central City and Neighborhood Commercial Districts

with tailored strategies to reimagine and revitalize our commercial centers and corridors as vibrant nodes of employment, small business, entertainment, and cultural amenities.

Finding: Objective 3 includes objectives and actions aimed at revitalizing the Central City and Neighborhood Commercial Districts throughout the City. The Westside TIF District is within the Central City District. This objective contains many actions related to the Central City that the Westside TIF District Plan will directly support or help implement, including:

- ◆ 3.2.1 Anchor Business Retention and Recruitment
 - The Westside TIF District Plan includes a category of projects aimed at “Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries.” These projects will provide funding and incentives to recruit anchor employers with a focus on the downtown core and hubs; they also leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor.
- ◆ 3.2.2 Commercial Space Activation Support
 - The Westside TIF District Plan includes projects aimed at updating, rehabilitating, or developing new commercial space. One category of projects for “Small Business Support” is particularly focused on neighborhood commercial space, offering funding and incentives to a) support small business stabilization and growth with a focus on ground floor tenanting and key cultural and retail districts; b) support inclusive wealth creation; and c) create a vibrant retail environment that attracts diverse visitors from the region and beyond.
- ◆ 3.3.2 Focused TIF Districts
 - This action in Advance Portland aims to “create highly focused TIF districts to support infrastructure investments to unlock inclusive residential, commercial, and employment growth for specific sites, and deploy



innovative green technology.” One category of projects in this TIF District Plan is “Street and Utilities Improvements to Support Vertical Development,” which provides funding for infrastructure to support new district development and meet climate goals.

- ◆ 3.4.3 Central City Revival / 3.4.4 Public Space Activation
 - These actions aim to enhance and maintain the Central City as a centralized regional gathering place. The Westside TIF District Plan provides funding for waterfront and public space activation projects, regional assets, cultural centers, public realm enhancements, and signage improvements that will support implementation of these actions.

These TIF projects will directly support some of the Central City outcomes under this objective. The Westside TIF District Plan is consistent with Objective 3.

Objective 4 Connect Portlanders to High Quality Jobs in Future-Ready Sectors

through industry-based and industry-driven job training and improved proximity to quality jobs.

Finding: Objective 4 focuses on connecting Portland residents to high-quality jobs in two ways: job training and improved proximity to jobs. Outcomes 4.1 and 4.2 under this objective focus on the workforce programs and partnerships necessary to accomplish the job training component of the objective. The Westside TIF District Plan does not affect the City’s efforts to support workforce training programs or partnerships described in this Strategy. Outcome 4.3 is “Improve Connections Between Residential and Employment Centers” and contains the following actions:

- ◆ 4.3.1 Transit-Oriented Housing Initiative
- ◆ 4.3.2 Enhance Job Hub Transit
- ◆ 4.3.3 Industrial Land Strategy
- ◆ 4.3.4 Strategic Economic Investment

The Westside TIF District Plan does not impact the zoning, public/private partnerships, or transit systems that implement actions 4.3.1 to 4.3.3. However, the TIF District Plan’s funding for affordable housing and transportation connectivity improvements will encourage density and supply of mixed income housing near job centers and augment transportation options to existing job hubs in and around the TIF District.

Action 4.3.4 aims to locate major economic investments and target business growth near underserved areas, defined as areas with lower incomes or higher unemployment rates than the average, or communities with poor transportation connections to job centers. The Westside TIF District Report demonstrates that the area has lower incomes and higher unemployment rates than the average for Portland, and that the TIF District experiences high traffic volumes, congestion, and increased risk of dangerous crashes on major streets. Therefore, the economic and transportation investments from the Westside TIF District Plan will improve connections between



residential and employment centers in the Westside and support implementation of 4.3.4. The Westside TIF District Plan is consistent with Objective 4.



5. Central City 2035

The Central City 2035 plan is a component of the City of Portland’s Comprehensive Plan. It is a guiding policy document for physical development within the Central City, including its defined subdistricts. Each policy in the Central City 2035 plan describes a desirable outcome; however, not all policies are relevant to each particular decision, and it is not required that the proposed TIF Plan advance all of the policies equally well. For this reason, Central City 2035 policies are first examined for their applicability to the decision at hand, and then only applicable policies are considered (Comprehensive Plan, HTU-5.)

The Westside TIF District boundary includes or intersects with the Downtown, West End, The Pearl, Old Town/Chinatown, and the University/South Downtown subdistricts. Only these subdistrict policies are applicable to the proposed TIF Plan and must be evaluated or consistency in these findings.

1. REGIONAL CENTER

Goals

Goal 1.A

Portland’s Central City is the preeminent regional center for commerce and employment, arts and culture, entertainment, tourism, education and government.

Finding: The Westside TIF District includes some of the region’s premier assets related to this goal, particularly within the Downtown subdistrict. Projects in the TIF District Plan include investment in regional assets in the Cultural District and targeted support for retail hubs that serve residents, visitors, and workers in the Central City. The Westside TIF District Plan will support and promote regional amenities that advance Goal 1.A for regional centers.

Goal 1.B

The Central City is economically competitive, especially relative to West Coast and regional markets, with robust and expanding business and development activity.

Finding: The Westside TIF District Plan includes projects for economic development to pursue recruitment and retention of large anchor employers with a focus on Portland’s downtown core and role as a regional employment center. These activities will help to advance Goal 1.B by creating opportunities for economic growth in the region.



Goal 1.C

Portland's Central City is a national leader for innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship and civic engagement.

Finding: The TIF Report and Plan acknowledge the current challenges for maintaining an employment core in the post-pandemic environment with reduced volumes of foot traffic, increasing office vacancies, and declining employment in the Central City. Projects proposed for the Westside TIF District help to advance Goal 1.C by fostering innovation through support for small businesses and creating more inclusive neighborhoods.

Goal 1.D

The experience of the Central City's urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.

Finding: Increasing the appeal and livability of the Central City are important components of the Westside TIF District Plan's goals. The Plan includes projects that will help to preserve commercial spaces and encourage new development activity. With a combination of public realm improvements and funding for critical improvements to buildings in the Westside area, the TIF District Plan's objectives align with Goal 1.D.

Policies

CIVIC AND CULTURAL CENTER

Policy 1.1 Regional image

Strengthen the roles of the Central City and Willamette River in enhancing a positive image for the city, region and state.

Finding: The Westside TIF District Plan includes projects to strengthen the image of the Central City and Willamette River with proposed projects to enhance the public realm through placemaking projects (including potential for projects located along the riverfront park) and is consistent with Policy 1.1.

Policy 1.2 Center of higher education

Support the ability of major universities and other higher education institutions to strengthen the Central City as a center of learning, business and innovation.

Finding: The Westside TIF District does not propose any projects for major university facilities or higher education institutions related to this policy. Policy 1.2 does not apply.



Policy 1.3 Center of urban innovation

Strengthen the role and stature of the Central City as a laboratory and showcase for innovative urban development and as a regional leader in the development of businesses related to clean technology, green practices and design, and resource conservation.

Finding: The TIF District aligns with this policy by catalyzing innovative urban development in the Central City's Downtown and Old Town/Chinatown subdistricts. The TIF District includes support for employment and commercial development that can attract businesses focused on clean technology, green practices, sustainable design, and other target industries. The Westside TIF District Plan is consistent with Policy 1.3

Policy 1.4 Tourism, retail and entertainment

Expand upon activities in the Central City that support tourism and complement economic success, vibrancy, and livability, with a special focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation. See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE, SW, UD

Finding: Tourism, retail, and entertainment activities are supported in the Westside TIF District Plan and acknowledged as important drivers for creating a vibrant Central City. Projects that align with this policy include support for retail businesses, targeted investments for national chains, and introducing destination uses (i.e. music and sporting venues, education and cultural hubs, iconic commercial anchors) that attract a diverse variety of users. The Westside TIF District Plan is consistent with Policy 1.4.

Policy 1.5 Destination Willamette River

Enhance the riverfront as a destination by encouraging shops; restaurants; art; cultural, historic, ecological and maritime attractions; and recreation. Support opportunities and amenities for river tours, river transit and regional cruises to and from the riverfront.

Finding: Placemaking and signage projects included in the Westside TIF District Plan advance this policy and will help to create a more inviting atmosphere on the Willamette riverfront with enhanced access and needed infrastructure. The Westside TIF District Plan is consistent with Policy 1.5.

ECONOMIC VITALITY

Policy 1.6 Traded sector growth

Enhance business development efforts and assistance for targeted industry clusters and high growth sector companies.

Finding: The Westside TIF District has seen a loss of employment since the onset of the COVID-19 pandemic in 2020 (see the Westside TIF District Report Appendix A). This Plan includes considerations for long-term economic recovery and economic development efforts to attract employment opportunities back to the Central City. Proposed projects include recruitment and retention of target sector industries through



tenant funding and incentives to support entrepreneurship and innovation. The Westside TIF District Plan is consistent with Policy 1.6

Policy 1.7 Entrepreneurship and business innovation

Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and supporting economic development strategies and programs that facilitate economic growth in the Central City.

Finding: The TIF District aligns with this policy by addressing key development challenges facing the Central City to make the area more attractive for new investment to spur economic growth and entrepreneurship. While TIF Districts focus on capital investments rather than programs, projects like grant or loan programs for small businesses, façade improvements, and stabilizing ground floor retail are critical for encouraging growth. The Westside TIF District Plan is consistent with Policy 1.7.

Policy 1.8 Innovation Quadrant

Capitalize upon the physical connections created by the Tilikum Crossing to connect Central Eastside industries with westside institutional assets such as Oregon Health Science University (OHSU) and Portland State University (PSU). Facilitate the growth of traditional and emerging industries in service to the Innovation Quadrant and encourage venues such as the Oregon Museum of Science and Industry (OMSI) to showcase the diversity of research, economic development, and educational activities occurring within the quadrant. Encourage a range of businesses from start-up firms to corporate headquarters, with particular focus on knowledge-based industries such as technology and research and development, to locate in the area (see Regional Center map on page 34).

Finding: The Westside TIF District does not overlap with these facilities and areas. Policy 1.8 does not apply.

Policy 1.9 Equity and the economy

Support greater access to and expansion of economic opportunities in the Central City for all groups facing longstanding disparities, including education, housing and employment so that they can achieve an equitable allocation of the benefits of development and economic prosperity. Accomplish this through land use tools (e.g., FAR bonuses and transfers) and/or other programs.

Finding: Projects in the TIF District that advance this goal include support for inclusive wealth generation and creating a vibrant retail environment that attracts diverse visitors from the region. The TIF District Plan also includes objectives to enable more opportunities for people to live near services and employment opportunities in line with this policy. The Westside TIF District Plan is consistent with Policy 1.9.

Policy 1.10 Next generation industrial/employment sanctuaries

Foster the long-term success of Central City industrial districts and the continuation of these areas as prime locations for investment and new industrial businesses, while supporting their evolution



into places with a broader mix of businesses, living-wage jobs, and higher employment densities. See district policies section for related policies in: LA, CE

Finding: The Westside area has a very limited inventory of industrial land and industrial real estate, with little capacity to expand industrial uses. Policy 1.10 has limited applicability for the TIF District

Policy 1.11 Commercial affordability

Support efforts to make the Central City a competitive location for development and business location and operation.

Finding: This TIF District Plan does not propose specific new development, but projects in the TIF District Plan include incentives and small business supports for affordable commercial tenancing and related leasing in line with this policy to increase economic competitiveness for the Central City. The Westside TIF District Plan is consistent with advancing Policy 1.11.

Policy 1.12 Day laborer organization and education

Continue efforts and initiatives within the Central City that organize and centralize day laborer services that can provide for worker rights education, outreach, and protect the rights of laborers.

Finding: TIF Districts generally align with capital improvements and investments and do not fund programming. There are no proposed projects related to these services. Policy 1.12 does not apply.

Policy 1.13 Surface parking

Support strategies and tools to encourage the redevelopment of surface parking lots. Discourage the development of new surface parking and ensure buildings will not be demolished to provide surface parking. See district policies section for related policies in: WE, GH, OT

Finding: The TIF District Plan does not include any proposed projects for new surface parking that contradict with this policy. Policy 1.13 does not apply.

Policy 1.14 Flexible building design

Encourage flexible building design and construction, including structured parking, that allows buildings to be repurposed and accommodate a variety of uses in the future.

Finding: The Westside TIF District Plan does not include modifications to building design standards. New development in the TIF District area will be subject to existing City regulations for design and construction. Policy 1.14 does not apply.



DISTRICT POLICIES

Downtown

Policy 1.DT-1 Office core

Maintain the Downtown office core as the region's preeminent office employment district. Encourage new office development, with the largest buildings near the Transit Mall.

Finding: The Westside TIF District Report recognizes the Central City's current challenges for maintaining the region's office core in the wake of the COVID-19 pandemic and subsequent changes in employment trends within Downtown. Projects proposed to offer tenant funding and incentives for employers while catalyzing development opportunities are in line with this policy. The Westside TIF District Plan is consistent with Policy 1.DT-1.

Policy 1.DT-2 Retail core

Encourage the growth and success of the retail core with new retail and supportive development. Expand the retail core north, west and east to Waterfront Park.

Finding: The Westside TIF District Plan provides supportive investments for expansion of the retail core with proposed small business support and commercial redevelopment incentives that support this policy. The projects will support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts. The Westside TIF District Plan is consistent with Policy 1.DT-2.

Policy 1.DT-3 Government center

Encourage the concentration of government services in the vicinity of Chapman and Lowndale Squares.

Finding: The TIF District Plan does not include siting for government services. Policy 1.DT-3 does not apply.

Policy 1.DT-4 Tourism, retail and entertainment

- a. **Tourist information.** *Maintain Pioneer Square as an important "first stop" for tourist information with Governor Tom McCall Waterfront Park becoming a complementary "second stop."*
- b. **Events.** *Encourage a wide range of entertainment opportunities and event venues including small-scale, more frequent events as well as large-scale episodic events.*
- c. **Cultural district.** *Enhance the concentration of arts and cultural institutions and activities on and near the South Park Blocks between SW Salmon and SW Jefferson Streets. Expand the range of unique cultural and historic attractions along the Willamette River*

Finding: The TIF District Plan prioritizes retail and ground floor activity around Pioneer Square and identifies projects to support better access to Waterfront Park. These investments will help to foster more inclusive neighborhoods and cultural events



throughout the Central City. The TIF District Plan also identifies projects to invest in regional assets and introduce destination uses (i.e. music and sporting venues, education and cultural hubs, iconic commercial anchors) that attract a diverse variety of users. The Westside TIF District Plan is consistent with Policy 1.DT-4.

West End

Policy 1.WE-1 North of Taylor

Mixed use emphasis. Encourage a broad mix of land uses in the West End, particularly north of SW Taylor Street, including office and retail opportunities in addition to residential.

Retail core expansion. Expand the Downtown Retail Core west to I-405 and north into the Pearland encourage a broad mix of activity and retail opportunities at the street level.

Finding: The Westside TIF District Plan supports a mix of land uses in the Central City; although the Plan does not propose new specific development it includes support for employment and retail uses through projects like renovation grants and loans as well as public realm improvements to attract development. The TIF District does not overlap with the Pearl or areas west of I-405. The Westside TIF District Plan is consistent with Policy 1.WE-1(a) and Policy 1.WE-1(b) does not apply.

Policy 1.WE-2 Tourism, retail and entertainment

Support the West End's unique concentration of arts and cultural institutions.

Finding: The Westside TIF District Plan includes a goal to “expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.” The Westside TIF District will also provide a source of funding for projects that support the development of services and amenities in the area including arts and cultural centers. The Westside TIF District Plan is consistent with Policy 1.WE-2.

Policy 1.WE-3 Surface parking

Encourage new development on surface parking lots and vacant lots.

Finding: The Westside TIF District has partial overlap with the West End subdistrict but does not propose any specific new development or new surface parking. This policy does not apply.

The Pearl

Policy 1.PL-1 Mixed use office center

Policy 1.PL-2 Large site employment opportunity

Policy 1.PL-3 Tourism, retail and entertainment

Finding: Policies 1.PL-1–1.PL-3 are supported though proposed projects that include major activities in the Westside TIF District Plan such as “Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries.” With a



specific focus on Broadway Corridor as one of the priority projects areas identified in the Plan.

Old Town/Chinatown

Policy 1.OT-1 Institutions, creative economy and target sector industries

Support the success of higher education institutions, capitalizing on them as lasting anchors for creative industries and businesses. Support entrepreneurial incubation and encourage business start-ups and the City's economic development cluster industries to locate in the district.

Finding: The Westside TIF District does not propose any projects for major university facilities or higher education institutions related to this policy. Projects include recruitment and retention of target sector industries through tenant funding and incentives to support entrepreneurship and innovation. Old Town/Chinatown is a project priority area with investments that will support invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to support small business stabilization and growth with a focus on ground floor tenancing and key cultural and retail districts. The Westside TIF District Plan is consistent with Policy 1.OT-1.

Policy 1.OT-2 Tourism, retail and entertainment

Support unique attractions in the district, including: cultural institutions; Governor Tom McCall Waterfront Park; retail, dining, and performance venues; and nightlife attractions. Expand the festival and event programming of public spaces in the district; manage activities in a way that controls negative impacts.

Finding: The TIF District Plan prioritizes the Waterfront Park as an area for investment to improve development of services and amenities to foster more inclusive neighborhoods and cultural events throughout the Central City. The Westside TIF District Plan is consistent with Policy 1.OT-2.

Policy 1.OT-3 Cultural assets

Support the protection and enhancement of the rich cultural and multi-ethnic history and diversity of Old Town/Chinatown, including its unique physical characteristics, cultural and arts institutions, community organizations, and mix of businesses.

Finding: The TIF District Plan supports enhancing cultural opportunities that highlight the history and will make improvements to support activations within districts, including celebrating cultural assets and history in Old Town. The Westside TIF District Plan is consistent with Policy 1.OT-3.

Policy 1.OT-4 Strategic redevelopment

Encourage the reuse, rehabilitation and seismic upgrade of underutilized buildings to increase useable space and economic activity in the district. Support location of retail uses in the ground



floors of buildings, including retail businesses that complement and enhance the cultural and historical significance of the area.

Finding: The TIF District Plan identifies economic and urban development projects to target and leverage anchor employer investments and to catalyze large-scale development opportunities at opportunity sites like Broadway Corridor. The Westside TIF District Plan aligns with this policy in providing funds for renovation of commercial buildings, including unreinforced masonry building upgrades (URMs), seismic upgrades, and climate resilience related improvements to existing buildings. The Westside TIF District Plan is consistent with Policy 1.OT-4.

Policy 1.OT-5 Surface parking

Encourage new mixed-use infill development on vacant lots and surface parking lots while supporting existing businesses.

Finding: The TIF District Plan does not include any proposed projects for new surface parking that contradict this policy, or any specific new developments on existing vacant lots or surface parking lots. Policy 1.OT-5 does not apply.

University District/South Downtown

Policy 1.UD-1 Portland State University

Policy 1.UD-2 Tourism, retail and entertainment

Policy 1.UD-3 Strategic redevelopment

Finding: The Westside TIF District has very limited overlap with the University District/South Downtown subdistrict. These policies do not apply in the overlapping area.

2. Housing and Neighborhoods

Goals

GOAL 2.A

The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities.

Finding: The Westside area has a density of social services and amenities that serve residents throughout Portland and the region. The Westside TIF District offers opportunities to develop more housing and amenities in close proximity to the city's existing hubs for services. The projects identified in the Westside TIF District Plan will provide funding to the Portland Housing Bureau for multi-dwelling housing development throughout the District that increases access for more households to reside in the Central City. In consistency with City policy, the TIF District Plan will provide at least a 45 percent set-aside for these projects. The Plan also includes projects that encourage



commercial development in the Central City through projects related to economic development, including incentives to both catalyze new commercial uses and middle-income housing. The TIF District Plan identifies projects where (in accordance with City policy), rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 percent to 100 percent or less of area median income (depending on home size). The Westside TIF District Plan aligns with Goal 2.A.

GOAL 2.B

The Central City's affordable housing supply maintains and supports the area's growing racial, ethnic and economic diversity.

Finding: The TIF District Plan supports Goal 2.B in creating housing opportunities that serve a diverse range of Portland residents in the Central City. Today, the Westside has a lower share of people of color than the city overall and lower median household income (see the Westside TIF Report for detailed data about demographic composition). Increasing the supply of housing available at a range of price points is an objective for the Westside TIF District that aligns with this goal. The TIF District Plan identifies projects to provide gap funding to create opportunities to allow for more access for families, BIPOC communities, and a wider range of incomes in the TIF District through low-income and middle-income residential development.

GOAL 2.C

Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.

Finding: The TIF District Plan does not propose new social service facilities but includes investments to support housing development in the Central City can expand access to the Westside area's existing density of services and opportunities for vulnerable community members. Proposed projects to preserve and stabilize existing regulated affordable housing in Old Town/Chinatown and develop new affordable multi-dwelling units in the Broadway Corridor and Downtown advance this goal. The Westside TIF District Plan is consistent with Goal 2.C.

Policies

NEIGHBORHOOD LIVABILITY

Policy 2.1 Complete neighborhoods

Ensure Central City neighborhoods have access to essential public services, including parks, open space and recreation opportunities, senior centers community centers and spaces, family serving amenities such as public schools, urban canopy, grocery stores and other neighborhood-serving retail and commercial services that support sustainable and diverse community structure. See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE, SW, UD



Finding: The Westside TIF District identifies projects to support development of services and amenities that complement new and renovated housing (e.g. open space; community centers; recreational, arts and cultural centers etc.) and will develop inclusive and welcoming neighborhoods that reflect the diversity of Portland. The Westside TIF District Plan is consistent with Policy 2.1

Policy 2.2 Promote healthy active living

Design Central City neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation and the density of development needed to support these economically.

Finding: The Westside TIF District Plan identifies projects to support development of services and amenities that complement new and renovated housing and foster physically and social active lifestyles with public realm improvements. The Plan aims to develop inclusive active transportation infrastructure and implement placemaking strategies to support activation (new and existing), including via car-free zones. The Westside TIF District Plan is consistent with Policy 2.2.

Policy 2.3 Social services

Support development of social services facilities that are responsive to the needs of vulnerable members of the Portland community. See district policies section for related policies in: WE, PL, OT

Finding: The TIF District Plan does not propose new social service facilities, but investments to support housing development in the Central City can expand access to the Westside area's density of services for vulnerable community members which advances this policy. The Westside TIF District Plan is consistent with Policy 2.2.

Policy 2.4 Safe and secure Central City

Maintain adequate public safety and security services and reduce sources of conflict and nuisance crime through design, regulation and management.

Finding: The TIF District Plan does not amend or impact any existing public safety and security services plans, strategies, or protocols that implement this policy. Policy 2.4 does not apply.

Policy 2.5 Mixed-use compatibility

Promote design solutions and construction techniques to ensure that new development is compatible with existing uses, taking into account noise and other pre-existing conditions.

Finding: The Westside TIF District Plan does not propose any specific new development or suggest design solutions or construction techniques. Any new development in the District will be subject to existing development standards. Policy 2.5 does not apply.



Policy 2.6 Conflict reduction strategies

Expand ongoing strategies and programs that reduce potential conflicts between special needs populations and other Central City residents, employees, visitors and businesses.

Finding: The TIF District Plan does not amend or impact any existing plans, strategies, or protocols that implement this policy. Policy 2.6 does not apply.

Policy 2.7 Reconnecting neighborhoods across infrastructure

Develop and implement strategies to lessen the impact of freeways and other transportation systems on neighborhood continuity including capping, burying or other innovative approaches.

Finding: The TIF District Plan does not propose any projects related to freeway capping, burying, or other interventions. Policy 2.7 does not apply.

Policy 2.8 Family-compatible housing

Encourage the development of housing projects and units that are compatible with the needs of families with children.

Finding: The Westside TIF District includes projects to support development of new affordable multi-dwelling residential uses; including family size units and accessible units, including via site acquisition and site preparation. The Westside TIF District Plan is consistent with Policy 2.8.

Policy 2.9 Family supportive services

Provide and create access to public schools, parks, daycare facilities, playgrounds, community centers, libraries, and other essential services needed to sustain families in the Central City.

Finding: The TIF District Plan does not propose new schools, parks, or daycare facilities but seeks to expand access to the Central City's density of services by authorizing funding for new multi-dwelling residential development. The Plan also includes projects for services and amenities that complement housing such as open space improvements, community centers, recreational facilities, and arts and cultural centers. The Westside TIF District Plan is consistent with Policy 2.9.

HOUSING AFFORDABILITY

Policy 2.10 Minimize displacement

Maintain the economic and cultural diversity of established communities in and around the Central City. Utilize investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development in the Central City and close-in neighborhoods.

Finding: Half of the TIF District's renter households today experience housing cost burden, meaning they spend over 30 percent of their income on housing (see Appendix A of the TIF District Report). Housing cost burden puts residents at risk of displacement and suggests a need to stabilize the TIF District's households. The Westside TIF District



identifies projects to support inclusive wealth creation, support development of new affordable multi-dwelling residential, preservation and development of regulated affordable housing buildings, and support for new multi-dwelling middle-income residential development via conversion or new development. The Westside TIF District Plan is consistent with Policy 2.10.

Policy 2.11 Housing diversity

Create attractive, dense, high-quality affordable housing throughout the Central City that accommodates a broad range of needs, preferences, and financial capability in terms of different types, tenures, sizes, costs and locations. Support new housing opportunities for students, families and older adults. See district policies section for related policies in: DT, WE, GH, PL, OT, LD, SW, UD

Finding: The Westside TIF District Plan authorizes funding to support projects that increase the supply of housing available at a range of price points, for different tenures, and for different households needs including a focus on multi-dwelling units. The Westside TIF District Plan is consistent with Policy 2.11

Policy 2.12 Housing affordability

Encourage the preservation and production of affordable housing to take advantage of the Central City's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

Finding: The Westside TIF District Plan identifies projects to create and preserve rental housing with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100 percent or less of area median income (depending on home size). The TIF District Plan also identifies projects to support inclusive and welcoming neighborhoods that reflect the diversity of Portland. Through the City's set-aside requirement for TIF Districts, 45 percent of all proceeds will be allocated to affordable housing through the Portland Housing Bureau. These funds can be used to create new affordable multi-dwelling housing, preserve existing affordable multi-dwelling buildings, and fund programs for single-dwelling repair or homeownership. The Westside TIF District Plan is consistent with Policy 2.12.

Policy 2.13 Housing affordability targets

- a. *Low income.* Continue to develop new affordable housing so that approximately 30 percent of the Central City's total housing is affordable to households in the 0-80 percent MFI bracket.
- b. *No Net Loss.* In accordance with the City's 2001 No Net Loss policy, retain at least the number, type and affordability levels of Central City housing units for households in the 0-60 percent MFI bracket, through preservation or replacement, as existed in 2001.

Finding: The Westside TIF District Plan is consistent with City policy with a focus on both creating and preserving rental units for families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100



percent or less of area median income (depending on home size). Additionally, the 45 percent affordable housing set-aside requirement for TIF Districts will lead to an increase in resources and housing units available to households earning 0 to 60 percent of area median income. The Westside TIF District Plan is consistent with Policy 2.13.

Policy 2.14 Public investment in affordable housing

For public affordable housing resources, prioritize funding for housing programs and investment to meet the unmet needs of extremely low and very low-income households (0-50 percent MFI).

Finding: In accordance with City policy, the Westside TIF District Plan identifies a focus for residential development on creating and preserving rental housing with a focus on families earning less than 60 percent of area median income. The Westside TIF District Plan is consistent with Policy 2.13.

Policy 2.15 Transitional housing and services

Provide housing and services that directly assist at-risk populations and allow people to transition to more stable living conditions.

Finding: The Westside TIF District does not propose any transitional housing or services but expands the range of housing choice within the district at a range of price points. Policy 2.15 does not apply.

DISTRICT POLICIES

Downtown

Policy 2.DT-1 Complete neighborhoods

Encourage the development of community space to serve the district, and a dog park.

Finding: The TIF District Plan includes improvements for placemaking, beautification and activation of public spaces in the Central City which encompasses the Downtown subarea. The project list does not propose or conflict with the development of a dog park. The Westside TIF District Plan is consistent with Policy 2.DT-1.

Policy 2.DT-2 Encourage evening and weekend activity

Encourage the development of uses that are active in the evenings and on weekends such as restaurants, galleries, retail stores and performance spaces. In particular, encourage evening activities within Governor Tom McCall Waterfront Park and along Naito Parkway.

Finding: The Waterfront Park is a priority area in the TIF District Plan for activation projects that enhance foot traffic in Downtown through public realm improvements. The Westside TIF District Plan is consistent with Policy 2.DT-2.

Policy 2.DT-3 Housing diversity

Encourage new housing development along SW Naito Parkway and near the South Park Blocks.



Finding: The Westside TIF District Plan does not propose specific new housing development sites but includes the Downtown subdistrict as a priority area for supporting development of new affordable multi-dwelling residential uses, diversifying uses via gap financing for new multi-dwelling middle-income residential development and creating more diverse housing options in the Central City. The Westside TIF District Plan is consistent with Policy 2.DT-3.

West End

Policy 2.WE-1 Complete neighborhoods

Encourage the development of child-friendly play areas, schools, a neighborhood park, dog park and contemplative spaces.

Finding: The TIF District Plan includes projects that support development of services and amenities that complement new and renovated housing including improvements to open space, community centers, recreational, and arts and cultural centers including the South Park Blocks area that overlaps with the West End subdistrict. The Westside TIF District Plan is consistent with Policy 2.WE-1.

Policy 2.WE-2 West End Jefferson main street

Encourage redevelopment and rehabilitation along SW Jefferson to create a vibrant neighborhood main street environment with pedestrian and bicycle-friendly street design, green infrastructure improvements and contiguous neighborhood retail linking the West End to Goose Hollow and Downtown.

Finding: The Westside TIF District has very limited overlap with SW Jefferson Street in the West End subdistrict. Policy 2.WE-2 does not apply.

Policy 2.WE-3 Social services

Support existing social service and shelter functions in the district. Discourage the location of additional social services in close proximity to existing services.

Finding: The TIF District Plan does not propose any new social services or shelters in the West End, but investments to support housing development in the West End subdistrict can expand access to the area's density of services for vulnerable community members. Policy 2.WE-3 does not apply.

Policy 2.WE-4 Religious institutions

Support the district's unique concentration of places of worship.

Finding: The TIF District Plan does not include projects related to places of worship. Policy 2.WE-4 does not apply.



Policy 2.WE-5 Housing diversity

South of Salmon Street, encourage residential development as the predominant use; to the north encourage it as a major component of new development. In particular, encourage multi-family housing supportive of families.

Finding: The Westside TIF District Plan does not propose specific new housing development sites but supports development of both standalone new affordable multi-dwelling residential uses and creating more diverse housing options in the Central City through mixed-use development. The Westside TIF District Plan complies with Policy 2.WE-5.

The Pearl

Policy 2.PL-1 Complete neighborhoods

Policy 2.PL-2 Social services

Finding: Policy 2.PL-1 and Policy 2.PL-2 do not apply.

Policy 2.PL-3 Housing diversity

Finding: Policy 2.PL-3 is supported though Broadway Corridor that is identified as a Project Priority Area to implement projects that support development of new affordable multi-dwelling residential uses; including family size units and accessible units, including via site acquisition and site preparation.

Old Town/Chinatown

Policy 2.OT-1 Complete neighborhoods

Encourage new and enhanced services to support district residents and workers, including commercial, retail, educational, medical, recreational, cultural, transportation, entertainment, and emergency services.

Finding: Projects proposed in the TIF District Plan to encourage development and public realm improvements will help to foster more a more complete neighborhood in Old Town. The Plan includes the Old Town/Chinatown subdistrict as a priority area for implementing projects that advance this policy by recruiting and retaining businesses and creating middle-income housing opportunities in the area. The Westside TIF District Plan is consistent with Policy 2.OT-1.

Policy 2.OT-2 Social services

Support existing social service and shelter functions in the district. Limit the significant expansion of these services and do not locate additional major social services in the district.

Finding: The TIF District Plan does not propose new social service facilities, but investments to support housing development in the Central City can expand access to Old Town/Chinatown's density of services for vulnerable community members which advances this policy. The Westside TIF District Plan is consistent with Policy 2.OT-2.



Policy 2.OT-3 Housing diversity

Encourage market rate and middle-income housing.

Finding: The Westside TIF District Plan does not propose specific new housing development sites but includes the Old Town/Chinatown subdistrict as a priority area for diversifying uses through gap financing for new multi-dwelling middle-income residential development and creating more diverse housing options in the Central City. The Westside TIF District Plan is consistent with Policy 2.OT-3.

University District/South Downtown

Policy 2.UD-1 Complete neighborhoods

Policy 2.UD-2 Community cohesiveness

Policy 2.UD-3 Evening and weekend activity

Policy 2.UD-4 Housing diversity

Finding: The Westside TIF District has very limited overlap with the University District/South Downtown subdistrict. These policies do not apply.

3. Transportation

Goals

GOAL 3.A

The Central City has a safe, affordable, efficient and accessible transportation system that prioritizes walking, bicycling and transit, supports growth and reinforces the role of the Central City as the region's high-density center.

Finding: The Westside TIF District Plan includes the objective of providing provide safe, accessible, and comfortable pedestrian and bicycle networks within the Central City, including improved access to businesses, institutions, amenities, and parks and open space for users throughout the region. The Plan's proposed projects provide a source of funding for new streets, street improvements, bike lanes, and other projects that improve pedestrian and bicycle safety and connectivity, enhance accessibility for individuals with mobility challenges, and prioritize pedestrian-scale public realm improvements. The Westside TIF District Plan is consistent with Goal 3.A.

Policies

REGIONAL HUB

Policy 3.1 Regional transportation hub

Strengthen the Central City as the highly accessible and multimodal hub for moving people and goods, reinforcing its regional center roles, enabling successful high density employment and housing development, and thereby affirming its role in Metro's Region 2040 Framework Plan.



Policy 3.2 Portals

Manage entry points into the Central City to provide balanced multimodal access to efficiently accommodate the increase in person trips and goods delivery as a result of growth and development. Discourage through trips from using Central City streets.

Finding: Policies 3.1 and 3.2 address the Central City’s role as a regional transportation hub and entryway to Portland. The Westside TIF District aims to improve transportation systems in the Central City by increasing accessibility for users of different types through projects that expand on the current pedestrian and bicycle facility network, create connectivity between districts, and support street activation including car-free zones. This is paired with initiatives to attract and retain employers and expand housing opportunities in the Central City to strengthen its role as a regional center. The Westside TIF District Plan is consistent with Policy 3.1 and 3.2.

STREET NETWORK

Policy 3.3 Optimized street network

Improve street design and function to increase efficiency and safety for all transportation modes and the ability of the existing network to meet the access needs of businesses, shoppers, residents and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access. See District Policies section for related policies in: DT, WE, GH, PL, OT, LA, LD, CE, SW, UD

Policy 3.4 Transportation system management

Manage access and circulation to reduce traffic speeds and provide for safe street crossings, while balancing the need for vehicle and freight access to and from the district. Manage the roadway system within the Central City in a way that allows greater levels of traffic congestion. In congested areas, prioritize modes other than automobiles to accommodate travel demand.

Policy 3.5 Regional multimodal access

Work with the Oregon Department of Transportation on improvements to I-405, I-5 and US Highway 26 to enhance regional access to the Central City. Minimize through traffic on Central City streets, improve pedestrian and bicycle connectivity across freeways and create opportunities for capping freeways to lessen the barrier effect of the freeway and open new areas for potential development and/or parks, open space, and recreational opportunities.

Finding: Policies 3.3 to 3.5 relate to the efficiency, safety, and accessibility of the transportation system within the Central City and as a part of the regional network. The Westside TIF District does not propose any modifications to any specific local streets or state and regional transportation infrastructure (including I-405, I-5, or US Highway 26). Projects related to street improvements, signage, and connectivity between Central City subdistricts include priority areas like the Green Loop alignment, North and South Park Blocks, and railroad crossings which will be subject to existing standards. These initiatives are aligned with these policies in improving access for residents, workers, and



visitors by a variety of modes. The Westside TIF District Plan is consistent with Policies 3.3 to 3.5.

Policy 3.6 Mode split

Strive to achieve the Central City targets set in the most current Transportation System Plan.

Policy 3.7 Street diversity

Differentiate the character of key streets to offer a diversity of urban experiences and connections, reflect the character of unique districts and expand open space and recreation functions in the right-of-way where possible.

Finding: Policies 3.6 and 3.7 guide the Central City to achieve targets in Portland’s Transportation System Plan and differentiate the character of key streets. The Westside TIF District does not modify the City’s current Transportation System Plan but includes projects that could advance progress to its targets. Proposed projects include funding for new streets, street improvements, and bike lanes to enhance access for variety of modes of transportation particularly in the Broadway Corridor which will be subject to existing standards. The Westside TIF District Plan is consistent with Policies 3.6 and 3.7.

Policy 3.8 Streetscape

Improve the street environment and pedestrian experience by providing urban greenery and community uses of the right-of-way and by integrating high-density uses.

Finding: One of the four project categories in the Westside TIF District Plan is “Open Space and Public Realm,” which includes potential funding for park improvements, new parks and open spaces, streetscape improvements, and signage in the District supports high quality pedestrian experiences. Incentives included in the TIF District Plan can also encourage new development and redevelopment for higher density uses. The Westside TIF District Plan is consistent with Policy 3.8

ACTIVE TRANSPORTATION, TRANSIT AND DEMAND MANAGEMENT

Policy 3.9 Walking

Encourage walking as the principal way to get around the Central City, with improved on-street and off-street infrastructure that enhances safety and closes access gaps to areas within, and adjacent to, the Central City.

Policy 3.10 Bicycling

Prioritize bicycling by implementing world-class on-street and off-street infrastructure that is safe, comfortable and convenient for people of all ages and abilities. Augment capital improvements with robust encouragement, education and enforcement efforts.



Policy 3.11 Transit

Continue to strengthen the regional role of transit in the Central City. Support increased frequency, span-of-service, reliability and safety, as well as expansion of the rail, bus and streetcar systems. Explore river transit opportunities. Facilitate safe, pleasant and efficient access and transfer opportunities for transit riders via a clear, intuitive and convenient transit network that consolidates fragmented routes and provides high standards of transit amenities.

Policy 3.12 Transportation demand management

Foster the development of business and property owner supported programs, incentives and activities that encourage employees, residents, students and visitors to use walking, cycling, transit, carpool and car-share, as well as telecommuting and traveling outside the hours of peak congestion.

Finding: Policies 3.9 to 3.12 describe priorities for active transportation and transit in the Central City that include prioritizing on- and off-street infrastructure for walking and bicycling, increasing rail, bus, and streetcar service, and managing transportation demand. The Westside TIF District Plan does not propose any new transit services or infrastructure, but includes proposed funding for improving connectivity, accessibility for individuals with mobility challenges, signage solutions usable for all age groups, and bike lanes. The Westside TIF District Plan is consistent with Policies 3.9, 3.10, and 3.12. Policy 3.11 does not apply.

PARKING AND LOADING

Policy 3.13 Auto parking

Policy 3.14 Bicycle parking

Policy 3.15 Public Parking

Policy 3.16 Loading

Finding: Policies 3.13 to 3.16 address parking management in the Central City and recognize the need for balance between automobile parking, goods delivery, and managing demand. The TIF District Plan does not include any proposed projects for new parking facilities and does not conflict with the implementation of these policies. Policies 3.13 to 3.16 do not apply.

DISTRICT POLICIES

Downtown

Policy 3.DT-1 Optimized street network

Improve connections across West Burnside Street and across SW Naito Parkway to Governor Tom McCall Waterfront Park, the Greenway Trail and Willamette River.

Finding: The Westside TIF District Plan does not propose specific new crossings or connections but includes the Broadway Corridor and Waterfront Park area as priority areas for projects related to streets and infrastructure in the Downtown subdistrict. This category of projects covers new streets, street improvements, bike lanes, and enhanced



access for a variety of modes of transportation and users. The Westside TIF District Plan is consistent with Policy 3.DT-1.

Policy 3.DT-2 Downtown parking

Recognize that parking is an important asset for Downtown to support regional activity and growth, while encouraging other modes and controlling traffic, design, and environmental impacts.

Finding: Proposed projects for street improvements and bike lanes in the TIF District may encourage modes beyond automobile travel but does not include any proposed projects for new parking facilities or modify parking requirements in the Downtown subdistrict. Policy 3.DT-2 does not apply.

West End

Policy 3.WE-1 Optimized street network

Improve pedestrian and bike facilities across I-405 to Goose Hollow and across West Burnside to the Pearl.

Finding: The Westside TIF District intersects with the West End subdistrict but does not overlap with I-405 and has limited overlap with West Burnside in the West End subdistrict. Policy 3.WE-1 does not apply.

Policy 3.WE-2 SW 12th Avenue opportunity

Support the reconfiguration of SW 12th Avenue right of way to encourage pedestrian and bicycle access.

Finding: The Westside TIF District intersects with the West End subdistrict but does not overlap with the reconfiguration area of SW 12th Avenue. Policy 3.WE-2 does not apply.

The Pearl

Policy 3.PL-1 Optimized street network

Finding: Policy 3.PL-1 is supported though Broadway Corridor that is identified as a Project Priority Area to implement projects to provide new streets, street improvements, and bike lanes to serve and provide better access to new district development in this area.

Policy 3.PL-2 Transit service

Finding: There is not proposed changes to transit service as part of the project investments identified in the Westside TIF District Plan. This policy does not apply.

Old Town/Chinatown

Policy 3.OT-1 Optimized street network

Improve connections to adjacent areas including Downtown and the Pearl; and along the Willamette River, bridgeheads and Waterfront Park.



Finding: The Westside TIF District Plan does not propose specific new crossings or connections but includes the Waterfront Park as a priority area for projects related to streets and infrastructure in the Old Town/Chinatown subdistrict. It also includes bridgeheads and railroad crossings as priorities for the TIF District Plan’s category of projects that advance “Signage, Connectivity, and Accessibility Improvements.” This group of projects includes new streets, street improvements, bike lanes, and enhanced access for a variety of modes of transportation and users. The Westside TIF District Plan is consistent with Policy 3.DT-1.

Policy 3.OT-2 Union Station multi-modal hub

Enhance the viability of Union Station as Portland’s inter-city rail and multi-modal passenger transportation hub. Improve access to the station for people walking, bicycling and taking transit.

Finding: The Westside TIF District does not propose any specific new development or projects related to inter-city rail or Union Station, or conflict with implementation of this policy. Policy 3.OT-2 does not apply.

Policy 3.OT-3 Historic district parking

Strive to meet existing and future parking needs in a way that supports historic properties, while limiting the growth of parking as redevelopment occurs.

Finding: Proposed projects for street improvements and bike lanes in the TIF District may encourage modes beyond automobile travel but does not include any proposed projects for new parking facilities or modify parking requirements in the Old Town/Chinatown subdistrict. Policy 3.OT-3 does not apply.

University District/South Downtown

Policy 3.UD-1 Optimized street network

Policy 3.UD-2 Portland State University

Policy 3.UD-3 Montgomery Green Street

Finding: The Westside TIF District has very limited overlap with the University District/South Downtown subdistrict. These policies do not apply.

4. Willamette River

Goals

GOAL 4.A

The Willamette River plays a significant role in the environmental health, economy, recreation, urban form and character of the Central City.



Finding: The Westside TIF District Plan proposes initiatives to make the riverfront more accessible and active for a variety of users in the Central City. Improvements that bring new uses and a greater volume of visitors to the area will help to foster a stronger role for the Willamette riverfront for recreational uses and the character of the Central City. The Westside TIF District Plan is consistent with Goal 4.A.

GOAL 4.B

The Willamette River is healthy and supports fish, wildlife and people.

Finding: The Westside TIF District Plan includes projects to provide opportunities for recreation and active transportation along the Willamette Riverfront, encouraging positive benefits for public health and social gathering. The Plan does not propose any initiatives directly related to fish and wildlife that would conflict with implementation of this policy. Riverfront stormwater storage proposed in the Plan that could support mitigating runoff or negative impacts of new development on the river. The Westside TIF District Plan is consistent with Goal 4.B.

GOAL 4.C

The Willamette River and adjacent public areas are accessible and connected.

Finding: The Westside TIF District Plan provides a potential funding source for signage, connectivity, and accessibility improvements in the Willamette riverfront area, including projects that enhance public spaces for recreation and gathering. Specific goals for fostering waterfront use and activation are envisioned in the TIF District Plan to develop more inclusive neighborhoods and provide opportunities for recreation near housing, employment, and services in the Central City. The Westside TIF District Plan is consistent with Goal 4.C.

Policies

MULTIFUNCTIONAL RIVER

Policy 4.1 Portland's commons

Promote improvements and activities on the riverfront and in the Willamette River to strengthen the physical, visual, and cultural connections between the river and the rest of the Central City. Increase public awareness of the river's historical, economic and ecological importance.

Policy 4.2 Willamette River recreation

Provide for safe, enjoyable and valuable active and passive recreational experiences for all users on, along and in the river. Enhance the interconnected system of parks, trails, docks, natural areas and destinations adjacent to and within the river.



Policy 4.3 Prosperous and vibrant Willamette River waterfront

Support river-dependent, river-related and other uses that capitalize on the river and riverfront locations, expand tourism and commercial uses, and reinforce the distinctive character of the different riverfront districts.

Finding: Policies 4.1 to 4.3 aim to increase activities on the Willamette riverfront, encourage public use for recreation and tourism, and support the overall character and image of the Central City. The Westside TIF District highlights the Waterfront Park as a priority area, including projects for recreational amenities and activation through placemaking. These initiatives advance these policies and capitalize on public realm improvements to create a more vibrant riverfront area for a variety of users. The Westside TIF District Plan is consistent with Policies 4.1 to 4.3.

Policy 4.4 Willamette River transportation

Policy 4.5 Connections to the Willamette River

Finding: Policies 4.4 and 4.5 address access to the Willamette River through river transportation modes and physical connections. The TIF District Plan does not propose any projects for direct connections to or transportation terminals or docks for transit that operates on the Willamette River. Policies 4.4 and 4.5 do not apply.

Policy 4.6 Watershed health and native species recovery

- a. *Watershed Health.* Improve the quality, quantity, connectivity and overall function of the ecological system including upland, riparian and in-water habitat to protect public health and support the conservation and restoration of native fish and wildlife populations.
- b. *Threatened, endangered and at risk species.* Restore in-water, riparian and flood plain habitat that supports fish and wildlife populations at risk of becoming or are currently threatened or endangered.
- c. *Floodplains.* Improve the ability of floodplains to store water, reduce risks on the public and provide habitat functions.
- d. *Stormwater Management.* Reduce stormwater entering into the separated sewer system.
- e. *Riverbank enhancement targets.* Strive to meet Central City targets related to riverbank enhancement and restoration. See district policies section for related policies in: DT, PL, OT, LD, CE, SW, UD

Finding: The TIF District Plan includes proposed projects for riverfront adjacent stormwater management at the Willamette riverfront as a priority for utility and infrastructure initiatives. The Plan does not propose specific projects related to threatened, endangered, and at-risk species or restoration projects. The Westside TIF District Plan is consistent with Policy 4.6.



RIVER-ORIENTED DEVELOPMENT

Policy 4.7 Periodic flooding

Minimize the risk to new and existing development and infrastructure from flood events, while also maintaining and enhancing ecological functions associated with the river and floodplain.

Finding: The TIF District Plan proposes measures that could help to reduce flooding at the riverfront through stormwater storage and management. It does not amend any existing standards for flood management or affect any existing City procedures or agreements regarding river management and coordination. The Westside TIF District Plan is consistent with Policy 4.7.

Policy 4.8 Relationship to the river

Policy 4.9 Commercial development

Finding: Policies 4.8 and 4.9 address the need to orient buildings towards the Willamette River at appropriate setback distances and bring new amenities and events to the riverfront area. The Westside TIF District Plan encourages activation of the riverfront area for a variety of users does not amend design or development standards for building orientation. Policies 4.8 and 4.9 do not apply.

Policy 4.10 Bridgehead redevelopment

Support the redevelopment of bridgehead sites to create dynamic places that bring a diversity of residents, workers and visitors to the riverfront and link east- and west-side districts of the Central City.

Finding: The TIF District Plan recognizes bridgeheads as a priority area in its proposed signage, connectivity, and accessibility improvements for the Westside area. Although it does not propose any specific development, it provide a potential funding mechanism to support redevelopment of these sites. The Westside TIF District Plan is consistent with Policy 4.10.

Policy 4.11 Low impact development

Incorporate low-impact design in new and replacement docks and require appropriate setback distances for new development near the river.

Finding: The Westside TIF District Plan does not amend development or design standards, or programs related to low-impact design or requirements for riverfront development. Policy 4.11 does not apply.

DISTRICT POLICIES

Downtown

Policy 4.DT-1 Governor Tom McCall Waterfront Park

- a. *Promotion.* Promote the park, including the Willamette River, as a key regional attraction and asset serving visitors, employees and residents of the Central City.



- b. *Watershed health and native species recovery.* Enhance watershed health and conditions for native species by: incorporating native vegetation and large canopy trees into landscaping within the park and public rights-of-way next to the park; improving in-water habitat complexity and increasing flood capacity at the Hawthorne Bowl; and exploring innovative technologies for adding habitat features along the seawall.
- c. *Improvements.* Facilitate planned improvements that activate the park; improve connectivity between the park and the districts; and provide for a mix of river recreation and transportation.
- d. *Activities and amenities.* Expand the range of public activities and attractors in the park including but not limited to events; recreation; small-scale retail; and art, culture, ecological and historic displays.
- e. *Events.* Create a balance between large events, small events and other park activities to maximize public use and enjoyment of the park, especially during the summer when multiple large-scale events take place.
- f. *Flood Risk.* Explore options to increase flood capacity and reduce risks from flooding on critical infrastructure and improvements within and adjacent to the park.

Finding: The Waterfront Park is a priority area in the TIF District Plan for utilities and infrastructure to support development as well as supportive amenities to serve visitors and residents in the Central City. Proposed projects that relate to this policy include innovative infrastructure to meet sustainability and climate goals. These specifically address improvements to the pump station at Ankeny and riverfront stormwater storage to mitigate risks to watershed health, flood risk, or other challenges. The Plan does not propose specific The Westside TIF District Plan is consistent with Policy 4.DT-1.

The Pearl

Policy 4.PL-1 Pearl urban riverfront

Policy 4.PL-2 Watershed health and native species recovery

Finding: The Westside TIF District does not propose any infrastructure investments or development projects associated with the river. Policies 4.PL-1 and 4.PL-2 do not apply.

Old Town/Chinatown

Policy 4.OT-1 Old Town/Chinatown urban riverfront

Encourage the development of a distinctly urban riverfront that that brings people closer to the riverfront. Encourage doors and windows with orientation toward SW Naito Parkway and the Willamette River

Finding: The TIF District Plan includes enhancing waterfront use and activation to create more inclusive gathering spaces in the Central City. However, the Plan does not



propose amending any development or design standards related to building or building feature orientation. Policy 4.OT-1 does not apply.

Policy 4.OT-2 Watershed health and species recovery

*Enhance watershed health and conditions for native species by replacing invasive, non-native plants with native plants on the river banks between McCormick Pier and Centennial Mills.
Improve in-water and riparian habitat complexity at McCormick Pier.*

Finding: The TIF District does not propose specific initiatives for watershed health related specific species or habitats and does not prevent implementation of this policy. Policy 4.OT-2 does not apply.

University District/South Downtown

Policy 4.UD-1 South Downtown urban riverfront

Policy 4.UD-2 Watershed health and native species recovery

Finding: The Westside TIF District has very limited overlap with the University District/South Downtown subdistrict and does not cover areas where the subdistrict overlaps with the river. These policies do not apply.

5. Urban Design

Goals

GOAL 5.A

The Willamette River is the Central City's defining feature framed by a well-designed built environment that celebrates views to the larger surrounding landscape, encourages east-west access and orientation and supports a range of river uses.

Finding: The Willamette riverfront is a priority area for several project categories in the Westside TIF District Plan, which seek to support greater activation and investment in the area's amenities and infrastructure. Increasing programming opportunities and attracting a variety of users are critical for meeting the goals of the TIF District to create inclusive neighborhoods and develop regional assets and destinations. The Westside TIF District Plan is consistent with Goal 5.A.

GOAL 5.B

The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.

Finding: Support for new development proposed in the Westside TIF District Plan can help to foster more diverse uses and dense districts in the Central City. Incentives for attracting employers, creating more housing, and investing in commercial spaces particularly in the Downtown and Old Town/Chinatown subdistricts will help to foster



more economic activity and social interaction that advances this goal. The Westside TIF District Plan is consistent with Goal 5.B.

GOAL 5.C

The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.

Finding: Investments in streets, connectivity improvements, open spaces, and pedestrian infrastructure included in the TIF District Plan support a Central City that will offer a variety of experiences for users and opportunities for social interaction. The Plan provides a potential source of funding for new parks and open space in the TIF District and does not interfere with the implementation of the City's existing programs that create new human-scale amenities. The Westside TIF District Plan is consistent with Goal 5.C.

Policies

CONTEXT AND FORM

Policy 5.1 Experimentation and innovation

Support the design of new places and uses, both permanent and temporary that promote innovation, experimentation and exchange in the Central City.

Policy 5.2 Central, connected Willamette River

Create a network of open space and tree canopy corridors to make ecological and design connections to the river.

Policy 5.3 Dynamic skyline

Encourage the tallest buildings to locate adjacent to transit hubs and corridors, generally stepping down in height to the Willamette River. Allow taller buildings at bridgeheads and encourage contextually sensitive heights within historic districts. Encourage heights and building forms that preserve sunlight on public open spaces and parks.

Policy 5.4 Scenic Resources

Protect public views of key landmarks and scenic resources (Vista Bridge, Union Station, Mt. Hood, Willamette River bridges) which define the Central City, help with wayfinding, and connect residents, employees and visitors to Portland's varied and unique landscape.

Policy 5.5 Large site development

Encourage redevelopment of large sites that includes new compatible uses, green buildings and equity considerations, scenic resource preservation, new pedestrian connections through the site, strong street presence, green infrastructure, and new open space amenities.



Policy 5.6 Distinct and vibrant districts

Enhance the existing character and diversity of the Central City and its districts, strengthening existing places and fostering the creation of new urban places and experiences.

Policy 5.7 Neighborhood transitions

Establish transitions between the Central City's denser, taller and more commercial and industrial land uses and adjacent neighborhoods, while highlighting key gateway locations.

Finding: Policies 5.1 to 5.7 are related to urban form and guide overall design objectives for the Central City. The TIF District does not propose any specific new development or changes to design standards but encourages creation of distinct and vibrant districts in the Downtown and Old Town/Chinatown subdistricts (Policy 5.6) as well as access to the Willamette River (Policy 5.2). Projects also encourage innovative approaches to infrastructure and meeting goals for sustainability and climate (Policy 5.1).

CONNECTED PUBLIC REALM

Policy 5.8 Public realm

Enhance the character and function of the public realm through design standards, guidelines, amenities and land uses that activate the pedestrian environment and encourage community gathering.

Finding: The Westside TIF District Plan includes potential funding mechanisms for pedestrian environment improvements but does not propose any changes to the City's design standards, guidelines, or land use designations. Policy 5.8 does not apply.

Policy 5.9 Wayfinding

Develop wayfinding strategies and tools that allow residents, employees, visitors and customers to navigate the Central City and locate key attractions, businesses, institutions, the riverfront and other destinations in a safe, intuitive and enjoyable manner.

Finding: The TIF District Plan includes a category of projects for "Open Space and Public Realm" which will help to implement wayfinding strategies and tools that help users to navigate the Central City. Priority areas throughout the Westside area include the Green Loop, North and South Park Blocks, retail core area, and major transportation routes to create more safe and intuitive street environments. The Westside TIF District Plan is consistent with Policy 5.9.

Policy 5.10 Street hierarchy and development character

Establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible. See district policies section for related policies in: DT, WE, GH, PL, OT, LA, LD, CE, SW, UD



Finding: The TIF District Plan does not propose any amendments to street designations or amend existing development standards. Any right of way investments will be coordinated with PBOT and consistent with the Transportation System Plan. Policy 5.10 does not apply.

Policy 5.11 Regional corridors and connections

Promote the presence, character and role of physical and visual corridors such as trails, transit lines, streets and scenic corridors, helping to bridge neighborhoods across physical and psychological barriers.

Policy 5.12 “Green Loop” concept

Create a “Green Loop” that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections. Enhance connections to the “Green Loop” alignment on key corridors throughout the Central City to improve access, create activity nodes and support neighborhood attractions and economic development.

Finding: Policies 5.11 and 5.12 focus on the Central City’s trails, transit, streets, and scenic corridors including the Green Loop concept to create greater connectivity throughout the area’s subdistricts and the region. The Westside TIF District Plan includes the Green Loop as a priority project area for funding signage, connectivity, and accessibility improvements to support activation of the Central City. The Westside TIF District Plan is consistent with Policies 5.11 and 5.12.

Policy 5.13 MAX-Portland Streetcar interchanges

Policy 5.14 Streetcar lines

Finding: Policies 5.13 and 5.15 relate to the environment around MAX light rail and Portland Streetcar interchanges and stations. The Westside TIF District does not propose any changes to the MAX light rail or Portland Streetcar lines but supports street activation that can support transit connections such as signage, connectivity, and accessibility improvements. Policies 5.13 and 5.14 do not apply.

Policy 5.15 Limit auto-oriented development

Prohibit drive-throughs with new development.

Finding: The Westside TIF District Plan does not propose any specific new development or amend any design standards related to drive-throughs or automobile facilities. Policy 5.15 does not apply.



PARKS AND OPEN SPACE

Policy 5.16 Signature open spaces

Enhance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative, respite and ecological functions to serve an increasingly diverse population of residents, workers and visitors.

Policy 5.17 Open space network

Beyond signature open spaces, acquire new parks and open spaces and expand opportunities in existing parks and open spaces to meet the needs of Central City residents, workers and visitors for both passive and active recreation, especially in areas zoned for high density, mixed use development. Enhance the network by improving connections among parks, open spaces, and the riverfront. Encourage the provision of publicly accessible private plazas and pocket parks with new development. See district policies section for related policies in: DT, WE, GH, PL, LD, CE, SW, UD; see Governor Tom McCall Waterfront Park policies in Willamette River, Downtown district section

Finding: Policies 5.16 and 5.17 describe the Central City's parks and open space networks as an interconnected system that serves users from throughout the region for social, recreational, contemplative, respite, and ecological functions. The TIF District Plan does not propose any new acquisition of parks or open space but may expand opportunities for passive and active recreation through its proposed projects for inclusive placemaking, beautification, and activation of public spaces with the objective of fostering a welcoming and vibrant environment in the Central City. The Westside TIF District Plan is consistent with Policies 5.16 and 5.17.

HISTORIC PRESERVATION

Policy 5.18 Rehabilitation and reuse

Encourage the use, preservation, and rehabilitation of historic buildings.

Policy 5.19 Historic resources and districts

Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.

Policy 5.20 Preservation incentives

Provide financial and regulatory incentives that support the economic feasibility of the preservation, rehabilitation and seismic upgrade of historic resources.

Finding: Policies 5.18 to 5.20 address preservation of historic and cultural resources in the Central City. The Westside TIF District Plan includes projects for renovation and rehabilitation of existing buildings but does not propose any specific developments or amend the City's standards for historic or cultural resource protections. The Plan includes a funding source for arts, culture and signage within the Central City. The Westside TIF District Plan is consistent with Policies 5.18 to 5.20.



DISTRICT POLICIES

Downtown

Policy 5.DT-1 Retail core

Design a unified identity for the retail core through signage, banners, lighting, street furnishings and plantings.

Policy 5.DT-2 Transit Mall

Provide a safe and pleasant street environment for transit riders and other pedestrians along SW 5th and 6th Avenues. Maintain the consistent streetscape, transit furnishings, and public art along the corridor.

Policy 5.DT-3 Street hierarchy and development character

Support the signature retail/commercial character of SW Morrison, SW Yamhill, SW Broadway, SW Alder and West Burnside; the signature boulevard character of 5th, 6th and Naito Parkway; and the signature boulevard/flexible character of SW Salmon; and the flexible character of SW Oak and SW Ankeny.

Finding: Policies 5.DT-1 to 5.DT-3 address the identity and character of public spaces in the Downtown subdistrict, with an emphasis on retail and commercial uses that are complemented by an appealing streetscape, signage, lighting, transit features, and public art. The Westside TIF District aligns with these policies in proposing improvements to the public realm as well as investment in small business support initiatives like facade enhancements in priority areas including the Transit Mall and retail core. The Westside TIF District Plan is consistent with Policies 5.DT-1 to 5.DT-3.

Policy 5.DT-4 Open space network

- a. *Civic gathering places.* Provide safe and accessible urban spaces for large public gatherings including festivals, parades, concerts, sports events and other assemblies. Reinforce Broadway as Portland's theater and bright lights district.
- b. *South Park Blocks.* Preserve the South Park Blocks as one of Portland's signature open spaces and integrate them with high quality pedestrian and bicycle facilities as well as improved opportunities for habitat.

Finding: The South Park Blocks are a priority area for implementation of the Westside TIF District Plan's proposed projects for creating more inclusive neighborhoods. The Plan supports development of services and amenities such as open space, bicycle and pedestrian facilities, community centers, and recreational, arts and cultural centers. The Westside TIF District Plan is consistent with Policy 5.DT-4.

Policy 5.DT-5 Historic resources and districts

Protect historic resources throughout the district. In particular, protect the historic character and architecturally significant resources of the Yamhill Historic District.



Finding: The Westside TIF District Plan includes projects for renovation and rehabilitation of existing buildings but does not propose any specific developments or amend the City’s standards for historic or cultural resource protections. The Plan includes a funding source for arts, culture and signage within the Central City and includes the Downtown subdistrict core as a priority area. The Westside TIF District Plan is consistent with Policy 5.DT-5.

West End

Policy 5.WE-1 South Park Blocks frontages

Encourage active ground floor building frontages along the Park Blocks.

Finding: The Westside TIF District Plan does not propose any specific new development or amend any design standards related to ground floor frontages; however, it includes a potential funding mechanism for small business support activities that can help to activate ground floor spaces through tenant improvements as well as public realm improvements in the South Park Blocks. The Westside TIF District Plan is consistent with Policy 5.WE-1.

Policy 5.WE-2 Street hierarchy and development character

Support the retail/commercial character of SW 10th Avenue, Jefferson and Yamhill streets, and develop the boulevard character of Morrison, Columbia, Clay and Market streets and 12th Avenue, and the boulevard/flexible character of SW Salmon Street.

Finding: This policy addresses the identity and character of public spaces in the West End subdistrict, with an emphasis on retail and commercial character around key corridors. The Westside TIF District aligns with these policies in proposing improvements to the public realm as well as investment in small business support initiatives like facade enhancements in priority areas major retail and commercial corridors including Morrison and Yamhill Streets. The Westside TIF District Plan is consistent with Policy 5.WE-2.

Policy 5.WE-3 Historic resources and districts

Protect the personality and character of the West End by encouraging the use, preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras.

Finding: The Westside TIF District Plan includes projects for renovation and rehabilitation of existing buildings but does not propose any specific developments or amend the City’s standards for historic or cultural resource protections. The Plan includes a funding source for arts, culture and signage within the Central City and includes major transit corridors as a priority area including those that intersect with the West End subdistrict. The Westside TIF District Plan is consistent with Policy 5.WE-3.



The Pearl

Policy 5.PL-1 NW 13th Avenue Historic District and main street

Policy 5.PL-2 Under I-405 repurposing

Policy 5.PL-3 Street hierarchy and development character

Finding: The Westside TIF District does not propose any infrastructure investments or development projects associated with areas identified in Policy 5.PL-1 – 5.PL-3. Policies 5.PL-1 – 5.PL-3 do not apply.

Policy 5.PL-4 Open space network

Finding: Policy 5.PL-4 is supported though the South Park Blocks that is identified as a Project Priority Area to implement projects that support development of services and amenities that complement new and renovated housing such as open space.

Policy 5.PL-5 Historic resources and districts

Finding: Policy 5.PL-5 is supported though projects in the Westside TIF District Plan to invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing with a focus on historic districts.

Old Town/Chinatown

Policy 5.OT-1 New Chinatown/Japantown

Protect significant resources and enhance the historic multi-cultural significance of the New Chinatown/Japantown Historic District. Support the district's historic character, multi-ethnic history and today's Pan-Asian culture.

Policy 5.OT-2 Skidmore/Old Town

Protect historic and architecturally significant resources of the Skidmore/Old Town National Historic Landmark District. Support the district's historic commercial character, history of social service and connection to the Willamette River. Encourage the incorporation of cast-iron architectural artifacts in new development within the district.

Finding: Policies 5.OT-1 and 5.OT-2 address protection of historic resources throughout Old Town/Chinatown to highlight the subdistrict's cultural assets. The Westside TIF District Plan includes projects for renovation and rehabilitation of existing buildings with historic buildings in Old Town included as a priority area. The Plan does not propose any specific developments or amend the City's standards for historic or cultural resource protections or materials. The Westside TIF District Plan is consistent with Policies 5.OT-1 and 5.OT-2.

Policy 5.OT-3 East-west connectivity

Increase east-west connections to the Pearl and the riverfront and strengthen the Festival Streets along NW Davis and Flanders streets through supportive adjacent new development and active programming.



Policy 5.OT-4 Active uses

Increase the number of ground floor activating uses and eliminate gaps in the built environment.

Policy 5.OT-5 Street hierarchy and development character

Support the retail/commercial character of W Burnside, NW Broadway, NW Glisan and NW 4th; the boulevard character of NW 5th and 6th, Naito Parkway and NW Everett; and the flexible character of NW Flanders and Davis.

Finding: Policies 5.OT-3 to 5.OT-5 describe the intended character of public spaces in the Old Town/Chinatown subdistrict, with an emphasis on retail and commercial character around key corridors and fostering active ground floor uses. The Westside TIF District aligns with these policies in proposing improvements to the public realm as well as investment in small business support initiatives like facade enhancements in priority areas major retail and commercial corridors to activate the street environment including historic districts like Old Town/Chinatown. The Westside TIF District Plan is consistent with Policy 5.OT-3 to 5.OT.5.

Policy 5.OT-6 Historic resources and districts

Protect the rich historic and cultural character of Old Town/Chinatown. Preserve and rehabilitate historic resources throughout the district.

Finding: The Westside TIF District Plan includes projects for renovation and rehabilitation of existing buildings but does not propose any specific developments or amend the City's standards for historic or cultural resource protections. The Plan includes a funding source for arts, culture and signage within the Central City and includes Old Town as a priority area. The Westside TIF District Plan is consistent with Policy 5.OT-6.

University District/South Downtown

Policy 5.UD-1 Portland State University character

Policy 5.UD-2 South Auditorium character

Policy 5.UD-3 RiverPlace character

Policy 5.UD-4 Street hierarchy and development character

Finding: The Westside TIF District has very limited overlap with the University District/South Downtown subdistrict and does not intersect with these sites and facilities. Policies 5.UD-1 to 5.UD-4 do not apply.

Policy 5.UD-5 Open space network

Support existing open spaces, including the Halprin Open Space Sequence and the Willamette River, to be more accessible, usable and engaging spaces for the community while also supporting the development of new open spaces where opportunities arise. Broaden the range of available recreation experiences.

Finding: The Westside TIF District has very limited overlap with the University District/South Downtown subdistrict and does not intersect with the Halprin Open Space



Sequence or the Willamette riverfront. However, the TIF District Plan includes the South Park Blocks and Green Loop as priority areas for implementing placemaking projects in the Central City's open spaces. The Westside TIF District Plan is consistent with Policy 5.UD-5.

6. Health and Environment

Goals

GOAL 6.A

The Central City is a living laboratory that demonstrates how the design and function of a dense urban center can: a) equitably benefit human health, the natural environment and the local economy; and b) provide resilience to climate change impacts such as urban heat island, and to natural hazards, including flooding and earthquakes.

Finding: The Westside TIF District aligns with this policy through its objectives for sustainability and climate resilience in the Central City. Investments proposed in the TIF District Plan can help to advance urban development that improves human health and the natural environment, including initiatives for active transportation, stormwater management, parks and open space, and retrofitting and rehabilitation of buildings in the Westside area. These projects address issues in the Westside area for poor air quality, urban heat island effects which are concentrated around Naito Parkway and W Burnside Street (see the Westside TIF Report Appendix A), and future natural hazards. The Westside TIF District is consistent with Goal 6.A.

Policies

RESILIENCE

Policy 6.1 Natural hazard resilience

Encourage planning, design and education in the Central City to help prevent or minimize the impacts of natural hazards such as earthquakes, floods and other hazards identified in the citywide Natural Hazard Mitigation Plan.

- a) *New development. Encourage approaches to reduce future natural hazard risks and impacts when planning for or evaluating the location and design of new development.*
- b) *Retrofitting. Encourage the retrofitting of buildings and infrastructure to withstand natural hazards. Prioritize the seismic retrofitting of unreinforced masonry buildings while preserving their architectural character. Support Multnomah County's efforts to seismically retrofit Central City bridges, recognizing the Burnside Bridge as the regionally-designated priority.*



- c) *Preparedness. Support Central City residents' and businesses' efforts to prepare for natural hazards. Ensure the Central City's most vulnerable populations are included in these efforts.*
- d) *Code review. Monitor relevant codes to incorporate current knowledge and standards for seismic design and flood protection.*

Policy 6.2 Climate change resilience

Support planning, service system upgrades, and infrastructure in the Central City to anticipate, respond to, and reduce the risks and adverse impacts associated with evolving climate change conditions.

- a) *Flooding. Adapt to changes in hydrology, including future river levels, changes in flood frequency and duration, and changes in stormwater runoff rates.*
- b) *Heat island. Encourage site designs, building designs and vegetation that reduce the adverse impacts of urban heat islands on public health and safety, especially those affecting more vulnerable communities.*
- c) *Fish and wildlife habitat. Improve the quality, diversity, connectivity, safety, and accessibility of terrestrial and aquatic wildlife habitat areas.*

Policy 6.3 Multiple functions

Encourage green infrastructure, parks, open space, and recreation opportunities in the Central City that serve multiple functions to provide capacity during flood event, improve stormwater management, reduce heat island effects, create pockets of fish and wildlife refuge, and provide places of respite and recreation for employees, residents and visitors.

Policy 6.4 Green infrastructure

Increase the use of trees, ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce heat island effects, improve air and water quality and create habitat for birds and pollinators.

- a) *Separated storm systems. Promote green infrastructure enhancements within the separated stormwater system to improve water quality in the Willamette River and at riverfront recreation areas.*
- b) *Ecoroof. Support progress toward Central City ecoroof coverage targets.*

Policy 6.5 Flood ready development

Flood ready development. Reduce risks of flooding on existing and new buildings, transportation system and infrastructure.

- a) *Impervious surface retrofits. Enhance flood capacity within the developed floodplain by retrofitting impervious surfaces with pervious surfaces and landscaping.*
- b) *Flood capacity. Improve flood capacity by reducing development impacts and requiring mitigation for fill within the 100-year floodplain.*



c) *Building design. Encourage innovated building design along the Willamette River and in the 100-year floodplain to allow for ground floor flooding.*

Finding: Policies 6.1 to 6.5 address resilience to natural hazards and climate change in the Central City. The Westside TIF District includes a value for “Resiliency and Sustainability” that will be a key part of TIF investments in the Westside District. The TIF District Plan does not propose specific new development but includes projects that support renovation of commercial buildings and retrofitting (including unreinforced masonry buildings, seismic upgrades, and other climate resilience related improvements) which helps to reduce risk to natural disasters and improve overall climate resiliency capabilities in the Westside area. Improvements to bicycle and pedestrian transportation, innovative infrastructure, and system capacity upgrades for the Waterfront Park and Ankeny pump station also support improved green and climate-friendly infrastructure. The Westside TIF District Plan is consistent with Policies 6.1 to 6.5.

HEALTH

Policy 6.6 Human health

Encourage the use of active modes of transportation by creating and enhancing a network of bike and pedestrian facilities that provide access to services and destinations including natural areas. Improve access for all people to locally grown and healthy foods. Encourage the use of building construction methods, materials, products and best practices in lighting design that do not have harmful effects on human health and the environment. Encourage social health by fostering community in a hospitable public realm.

Finding: The Westside TIF District Plan includes objectives to support active transportation and encourage social gathering with projects including plazas, parks, open spaces, and recreation opportunities as well as fostering walkable neighborhoods. The TIF District Plan aligns with this policy by supporting physically and socially active healthy lifestyles. It does not propose any specific new development where building construction methods, materials, products and best practices for construction would apply. The Westside TIF District Plan is consistent with Policy 6.6.

Policy 6.7 Light, Noise and Vibration Pollution.

Policy 6.8 Upland habitat connections

Policy 6.9 Strategic tree canopy enhancement

Policy 6.10 Effective tree planting

Finding: Policies 6.7 to 6.10 address urban habitats and tree canopy in the Central City. The Westside TIF District does not propose new tree plantings or specific landscaping projects and does not contradict with these policies. Policies 6.7 to 6.10 do not apply.



BUILDING, INFRASTRUCTURE AND SITE DEVELOPMENT

Policy 6.11 Buildings and energy

Increase the energy efficiency of buildings, the use of onsite renewable energy systems, and the development of low-carbon district energy systems. Conserve resources by encouraging the reuse of existing building stock, salvaging architectural elements when demolition is necessary and recycling materials from construction and demolition.

Finding: This TIF District Plan does not propose any specific new development, or amendments to the City’s standards for buildings and energy. Investments in building rehabilitation through the TIF District support implementation of this policy by providing support for building renovation and weatherization and encouraging more compact urban development in the Central City. The Westside TIF District is consistent with Policy 6.11.

Policy 6.12 City investment in street trees

Policy 6.13 Bird and wildlife-safe development

Finding: Policies 6.12 and 6.23 relate to urban canopy and habitat in the Central City. The Westside TIF District does not propose specific new development, tree plantings, or amendments to the City’s design and development standards. Policies 6.12 and 6.13 do not apply.

Policy 6.14 Low-carbon development

Reduce carbon emissions from existing and new buildings, transportation systems and infrastructure.

- a. **Healthy retrofits.** *Support retrofits to existing buildings to reduce energy use and improve indoor air quality.*
- b. **Green building.** *Encourage high-performance new buildings that meet the energy targets of the Architecture 2030 Challenge and 2015 Climate Action Plan, including net-zero energy use in all new buildings by 2030.*
- c. **High performance areas.** *Encourage “high performance areas” that conserve energy and water; use renewable energy sources; reduce waste and recycle; manage stormwater; improve occupant health; and enhance the character of the neighborhood, particularly in areas with large amounts of planned new development or re development.*
- d. **Solar energy.** *Encourage the installation of on-site solar photovoltaic systems.*
- e. **Clean district energy.** *Enable the expansion and establishment of district energy systems that reduce carbon emissions.*
- f. **Low-carbon transportation.** *Reduce carbon emissions from transportation systems, including supporting electric vehicle infrastructure.*



- g. *Carbon sequestration. Support the use of green infrastructure to increase carbon sequestration and reduce energy needed to cool buildings in summer.*

Finding: The Westside TIF District does not propose specific new developments that would directly implement this policy, but authorizes funding related to street and utility infrastructure that integrates considerations for innovative features to meet sustainability and climate goals. Projects in the TIF District Plan also include funding for building rehabilitation and retrofitting that align with this policy’s support for healthy retrofits. The Westside TIF District Plan is consistent with Policy 6.14.

DISTRICT POLICIES

West End

Policy 6.WE-1 Build on existing high performance areas

Encourage “high performance areas” that promote energy efficiency and green building technologies and practices at a neighborhood scale, particularly in new development adjacent to the Pearl’s Brewery Blocks.

Finding: The Westside TIF District Plan does not adopt or amend any local energy policies but does include projects that provide funding to support compact urban development near amenities and services as well as funding for street and utilities improvements that support vertical development. Innovative infrastructure to meet sustainability and climate goals can support energy efficiency in and around the TIF District. The Westside TIF District is therefore consistent with Policy 6.WE-1.

The Pearl

Policy 6.PL-1 High performance large sites

Finding: Policy 6.PL-1 is supported through projects in the Westside TIF District Plan to pursue innovative infrastructure to meet sustainability and climate goals for large-scale development opportunities such as Broadway Corridor which is identified as a Priority Project area.

Old Town/Chinatown

Policy 6.OT-1 High performance rehabilitation

Support the inclusion of carbon reducing and environmentally friendly features and technologies in the rehabilitation of historic structures while preserving their historic character.

Finding: Investments in grant and loan programs for building and infrastructure improvements proposed in the TIF District Plan’s projects specify their importance in Old Town/Chinatown as a priority area. These building improvements and can help to reduce carbon emissions while preserving historic buildings and character. The Westside TIF District Plan is consistent with Policy 6.OT-1.



University District/South Downtown

Policy 6.UD-1 High performance university campus

Finding: The Westside TIF District has very limited overlap with the University District/South Downtown subdistrict. This policy does not apply.

