

**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

2024-071218



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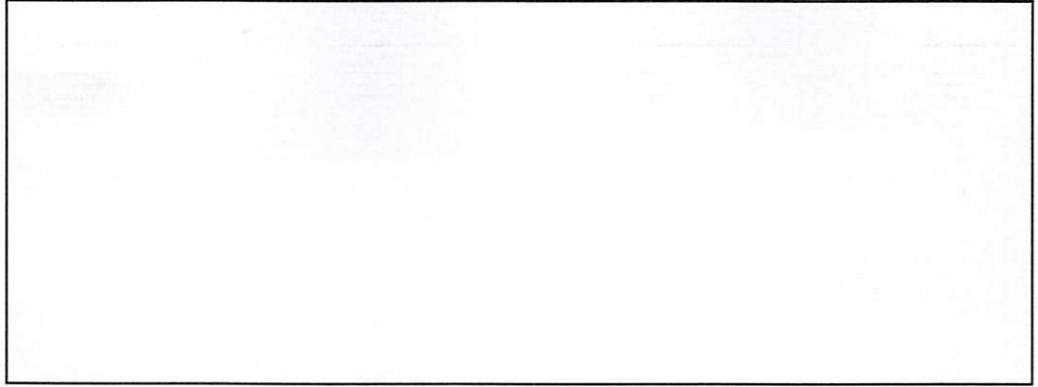
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**Sumner-Parkrose-Argay-Columbia Corridor (SPACC)  
Tax Increment Finance District Plan**

*(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 191938 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**



[Home](#) / [Council Clerk](#) / [Council Documents](#) / [Ordinance](#)

# 191938

Ordinance

## Adopt the Sumner-Parkrose-Argay-Columbia Corridor 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 East Portland exploration processes as well as a community-led working group to specifically advise Prosper Portland regarding the optimal boundaries of a TIF District located along the Parkrose/Columbia Corridor, and the priorities for investment within that district that could ultimately be codified in a new urban renewal plan ("TIF plan") for that area.
4. As a product of this extensive community engagement process, a TIF plan (the "Sumner-Parkrose-Argay-Columbia Corridor (SPACC) TIF Plan" or "Plan") was developed for a proposed new TIF district containing 1,550 acres of area including areas along NE Sandy Boulevard from the Sumner Neighborhood to Argay Terrace, including portions of the Columbia Slough and industrial corridor and including the Historic Parkrose Neighborhood Prosperity Initiative, with a proposed maximum indebtedness of \$310,000,000 to finance projects under the TIF plan (the "SPACC TIF District" or "District").

### Introduced by

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

### City department

[Prosper Portland](#)

### Contact

#### Justin Douglas

Governance, Learning and  
Outcomes Manager

✉ [douglasj@prosperportland.us](mailto: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 (5 of 9)

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 Commissioners adopted Resolution 7568, approving the Sumner-Parkrose-Argay-Columbia Corridor 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 24, 2024, the Portland Planning Commission held a public hearing and on October 8, 2024, 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, 2024, 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 Sumner-Parkrose-Argay-Columbia Corridor 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](#) 10.38 MB

 [Exhibit B](#) 1.49 MB

 [Exhibit C](#) 335.9 KB

 [Exhibit D](#) 1.01 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 in East Portland, resulting in up to \$1.5 billion in TIF resources to be invested over the next 30 years.

The proposed Sumner-Parkrose-Argay- Columbia Corridor (SPACC) TIF District is 1,550 acres and includes areas along NE Sandy Boulevard from the Sumner Neighborhood to Argay Terrace, including portions of the Columbia Slough and industrial corridor. It includes the Historic Parkrose NPI and is estimated to generate up to \$310 million in TIF resources.

East Portland, in general, is home to many of Portland's most economically vulnerable households and small businesses. With this commonality, it's not surprising that the three areas voiced many of the same investment priorities focused on stabilizing existing residents and businesses so they could remain over time, thrive, and anchor new, inclusive growth, rather than be displaced by it.

Some of these priorities include:

- Creation of housing opportunities for all incomes
- Development of spaces for connection that create pride and belonging for diverse communities
- Access to middle- and living-wage jobs
- Addition of new, thriving small businesses and community-service retail services
- Support for targeted infrastructure improvements to improve safety, walkability and resilience
- Need for ongoing community education, engagement and leadership over the life of each district

However, each district area also has its own identity, and unique set of opportunities and challenges. These differences are reflected in the following priorities specific to SPACC: Buffers between industrial and residential land and desire for mutually beneficial development; recreational improvements to publicly accessible open spaces, including the Columbia Slough; workforce training center(s) and spaces to learn additional skills and acquire certifications; and remediation and redevelopment of sites along Sandy Boulevard.

## Financial and Budgetary Impacts

The combined estimated fiscal impact to the City of Portland for the proposed SPACC TIF District over the life of the district totals approximately \$97 million.

Of the estimated \$310 million in TIF resources that could be generated within the district over time, \$129 million would go to affordable housing, \$129 million to economic and urban development, and \$29 million to infrastructure investments in the district.

District	2030 / YR 5	2035 / YR 10	2050 / YR 30
SPACC	\$9M	\$62M	\$310M

### SPACC

#### Affordable Housing

- Single family home repair & homeownership
- Multifamily rental, inc. rehab and preservation
- Land acquisition
- Houselessness related capital expenditures
- Affordable infill/middle density housing
- Mobile home parks

**\$129M**  
**(45%)**

#### Economic & Urban Development

- Commercial Property Acquisition, Development & Renovation (includes land banking, small business support and workforce housing)
- Arts, Culture and Signage
- Recreational Improvements

**\$129M**  
**(45%)**

#### Infrastructure

- Street and utilities improvements
- Connectivity and accessibility
- Public parks & open spaces
- Public recreation investments

**\$29M**  
**(10%)**

#### SUBTOTAL\*

**\$287M**

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

The SPACC 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 these actions. Engagement summaries are included in the SPACC TIF Plan, attached as Exhibit A to the ordinance, and provide further detail on the following engagement processes:

**East Portland TIF Exploration Steering Committee.** The East Portland Steering Committee convened in July 2023 and identified three areas for further exploration: East of 205, Parkrose/Columbia Corridor, and 82nd

Avenue. As part of the engagement process, the steering committee was chartered to:

- advise on and review engagement processes;
- allocate available acreage (land area) and assessed value for further study;
- provide guidance to working groups on issues that arise with implications across districts;
- support community-led working groups conducting exploration processes; and,
- ensure any TIF District Plans resulting from exploration align with City Council guidance.

Steering Committee members included the following individuals and organizations:

Alando Simpson, City of Roses Disposal & Recycling  
Andy Miller, Our Just Future  
Angela Rico, Office of Commissioner Rubio  
Annette Mattson, Mt. Hood Community College  
Bill Bruce, Raimore Construction  
Christina Ghan, Office of Commissioner Rubio  
Duncan Hwang, Asian Pacific American Network of Oregon  
Jeff Renfro, Multnomah County  
Jessica Arzate, Multnomah Educational Services District  
Jonath Colon, Centro Cultural  
JR Lilly, Former East Portland Action Plan Advocate  
Kevin Martin, Renter  
Kimberly Branam, Prosper Portland  
Lee P Cha, IRCO  
Leslie Goodlow, Portland Housing Bureau  
Matina Kauffman, Habitat for Humanity  
Moe Farhoud, Property Owner  
Mourad Ratbi, East Portland Community Office  
Nick Sauvie, Rose CDC  
Qing Tan, Pure Spice Restaurant  
Sabrina Wilson, Rosewood Initiative  
ShaToyia Bentley, The Ebony Collective  
Tye Gabriel, East Portland Chamber of Commerce

**Working Groups.** Working Groups for each area were selected through an open call process, ensuring key partners and community representatives with deep knowledge of their respective geographies, and the diverse communities within those geographies, would lead the work. The three Working Groups kicked off their work in the fall of 2023, charged with:

- understanding the TIF District creation process and leading deep dive community district exploration conversations;
- coordinating district-focused community engagement and advising on contracts with community-based organizations and support public

events;

- determining whether to move forward with a TIF District plan and, if supportive, co-creating Plan Documents with Prosper Portland and City staff for consideration by the Prosper Portland Board of Commissioners and City Council

Members of the Working Group for SPACC included the following individuals and organizations:

JR Lilly, Portland Parks Foundation, Historic Parkrose

Michael Lopes Serrao, Parkrose School District

Annette Stanhope, Historic Parkrose, Parkrose Neighborhood Association

Donnell Morgan, Elevate Oregon

Dave Ganslein, Sumner Neighborhood Association

Corky Collier, Columbia Corridor Association

Colleen Johnson, Resident

Danell Norby, Resident

Lin Felton, Argay Terrace Neighborhood Association

Bill Kent, COR Disposal & Recycling

**Community Project Manager Engagement.** There was a robust effort to engage the broader community in the TIF exploration process which included hiring a community-based project manager to facilitate engagement opportunities and be a resource for the community throughout this process. The Project Manager, Paula Byrd, developed a community survey, developed a short YouTube video, and worked with the Neighborhood Prosperity Network organizations to host a series of community open houses.

**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.

### 100% Renewable Goal

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

### Financial and Budget Analysis

\$310 million in TIF resources is estimated to be generated within the new district over 30 years, with \$129 million going to affordable housing, \$129 million to economic and urban development, \$29 million to infrastructure investments in the district, and \$23 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 \$97

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 913 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 927 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 (4): Mingus Mapps, Carmen Rubio, Dan Ryan, Ted Wheeler

Nay (1): Rene Gonzalez

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

**October 1, 2024**

## TABLE OF CONTENTS

SECTION 1. INTRODUCTION .....	2
SECTION 2. BACKGROUND AND CONTEXT .....	2
SECTION 3. VALUES, VISION AND GOALS.....	5
Section 3.1 – Values .....	5
Section 3.2 – Vision .....	5
Section 3.3 – Goals.....	6
SECTION 4. PLAN IMPLEMENTATION.....	8
Section 4.1 - Principles that Guide Implementation.....	8
Section 4.2 – Proposed Projects and Major Activities .....	11
Section 4.3 – Plan Finances.....	21
Section 4.4 – Plan Relationship to Local Objectives .....	21
Section 4.5 – Proposed Land Uses, Maximum Densities and Building Requirements.....	21
Section 4.6 – Real Property Acquisition and Disposal .....	21
Section 4.7 – Relocation Plan.....	22
SECTION 5. GOVERNANCE OF TIF DISTRICT .....	23
Section 5.1 – Ongoing Community Engagement .....	23
Section 5.2 – Future Plan Amendments .....	23
SECTION 6. GLOSSARY.....	24

Exhibit A: Legal Description

Exhibit B: Public Engagement Summary

Exhibit C: Governance Charter

## SECTION 1. INTRODUCTION

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

## SECTION 2. BACKGROUND AND CONTEXT

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

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

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

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

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

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

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

Due to the significant vulnerability to displacement in the area, and with the goal of ensuring that current residents benefit from the investments and amenities generated through TIF resources, this Plan aims to uplift and empower Priority Communities. "Priority Communities" refers to the intended beneficiaries of the Sumner-Parkrose-Argay-Columbia Corridor TIF District, which are people systemically vulnerable to exclusion from the Sumner-Parkrose-Argay-Columbia Corridor area due to gentrification and displacement, including African American and Black persons; Indigenous and Native American persons; persons of color; immigrants and refugees of any legal status; renters; manufactured dwelling residents; persons with disabilities; elders and youth; LGBTQIA+; low-income people; houseless people; and women.

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

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

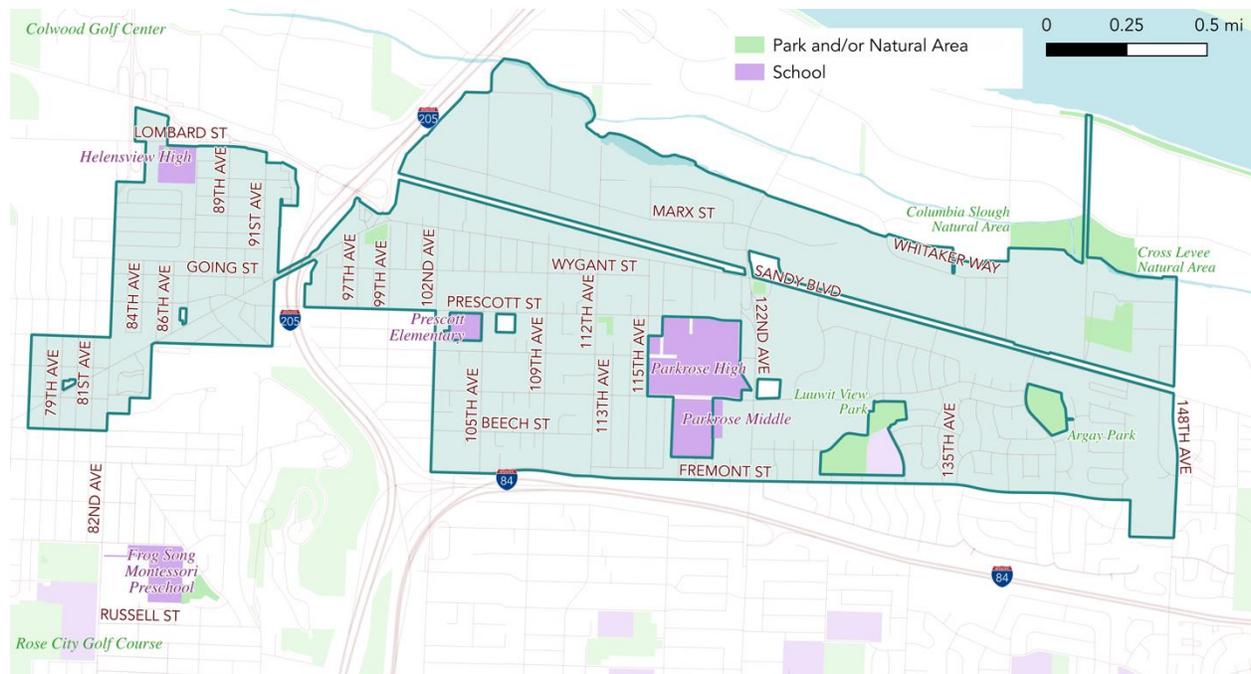
While the Sumner-Parkrose-Argay-Columbia Corridor area has many strengths, there is a need to provide growth and stability to the existing and future generations of residents, employees, and businesses in the district. The community envisions the future of this area to become an equitable and regenerative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

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

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

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

**FIGURE 1: Sumner-Parkrose-Argay-Columbia Corridor TIF DISTRICT BOUNDARY**



## SECTION 3. VALUES, VISION AND GOALS

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

### Section 3.1 – Values

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

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

### Section 3.2 – Vision

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

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

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

This plan envisions a district where:

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

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

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

### Section 3.3 – Goals

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

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

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

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

## SECTION 4. PLAN IMPLEMENTATION

### Section 4.1 - Principles that Guide Implementation

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

#### **A. Analyze Potential Investments**

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

This analysis should:

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

#### **B. Strategically sequence investments over time**

Action Plans will thoughtfully and strategically prioritize and sequence activities and investments to achieve the Values, Vision, Goals and Guiding Principles of the Plan. To the greatest extent possible, investments should balance new development with stabilizing forces. In general, investments will be prioritized in the following order over time:

1. Projects that prevent displacement and stabilize current residents, businesses and community institutions.

2. Real estate acquisition to remove property from the market, including to protect current leaseholders from displacement (residential and commercial), and secure opportunities for immediate or future development of the eligible projects set forth in Section 4.2.
3. New development to expand opportunities for affordable housing, climate resiliency, economic prosperity and wealth building for Priority Communities.
4. Amenities that improve the quality of life for District residents (e.g, transportation or parks improvements), but whose primary function is neither affordable housing nor economic prosperity.

When investments are made in category 4 (Amenities), every attempt should be made to couple these investments with programs and projects that explicitly prevent or counteract displacement and gentrification and provide additional community benefits tied to serving adjacent residents, supporting small businesses and workforce development, or delivering environmental or climate resiliency benefits.

#### **C. Set Aside Funds for Opportunistic Property Acquisition**

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

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

A set-aside of funds for emergency repair and rehabilitation projects, for the purpose of preventing displacement, should also be considered.

#### **D. Consider the District in Context**

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

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

#### **E. Leverage and Prioritize TIF Resources Alongside Other Funding Sources**

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

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

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

**F. Create Community Benefits from TIF Investments**

In relative proportion to the scale of each project, TIF investments should produce meaningful, long-term benefits to the broader community, in addition to whatever benefits go to a property owner, developer or other recipient of TIF funds.

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

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

**H. Prioritize and Support Community-based Businesses and Organizations**

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

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

**I. Advance Climate Action and Environmental Stewardship**

Ensure that TIF investments respond to the reality that climate disaster and environmental inequities are a driving force of displacement. TIF investments should result in environmentally sustainable development within accessible, walkable, bikeable communities, and the resulting benefits (e.g. lower energy costs from solar power) should go to Priority Community members.

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

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

**J. Incorporate Arts, Culture and Signage**

Seek opportunities to include historical and cultural art and signage in TIF investments, to celebrate and represent Priority Communities, especially Native Americans and their connections to the Columbia River, Columbia Slough, and Sandy Boulevard. These elements should be developed by and/or in

collaboration with local artists and community members who represent those communities. When possible, integrate these elements into the projects invested within the District.

**K. Remove Barriers to TIF-Funded Opportunities**

Actively partner with financial institutions and others to address barriers that could preclude community members from accessing TIF-funded projects and opportunities (e.g. housing, commercial investments, contracting, employment, etc.). Work with community lenders and financial institutions to increase access to capital regardless of barriers such as immigration status, credit history, legal history, rental history, eviction history and experience of domestic violence.

**L. Support Cooperative Ownership**

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

**M. Ensure Physical Accessibility**

Design buildings and physical spaces to ensure accessibility for people of all abilities and incentivize the use of innovative standards, such as universal design, that provide accessibility, potentially beyond legal requirements. Support accessibility and safety through design elements such as pedestrian-focused lighting for public spaces.

**N. Support Community Self Determination**

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

**O. Prioritize Long-Term Relationship Building and Repair**

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

**Section 4.2 – Proposed Projects and Major Activities**

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

- **Affordable Housing:** Single family home repair, homeownership support, multi-family rental development, rehabilitation and preservation of existing regulated housing, acquisition and rehabilitation of existing market-rate housing, capital expenditures related to community services for people experiencing homelessness.
- **Economic and Urban Development:** Predevelopment for commercial, middle-income or market rate residential, and/or multi-use development; land acquisition and land banking; development, redevelopment and renovation (including storefront improvements and business expansion); arts and culture; signage; infrastructure investments triggered by development, redevelopment or renovation activities.

- **Infrastructure:** Street and utilities improvements; connectivity and accessibility; and public recreation, safety, health and community resilience investments.
- **Plan Administration:** City staff and/or consultant time spent coordinating Agency activities.

**A. Affordable Housing (minimum 45%)**

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

As a result of the TIF Set-Aside Policy adopted by Portland City Council in 2006 (Ordinance No. 180889), and 2015 update (Ordinance No. 187415), at least 45% of all TIF resources generated in the District will be allocated for affordable housing. In accordance with City policy, rental housing is created and preserved with a focus on families earning less than 60% of area median income, and homeownership housing with focus on families earning 80% to 100% or less of area median income depending on home size.

This Plan authorizes projects and programs which fulfill the housing-related goals and objectives of this Plan. This Plan envisions that through collaboration with the community, the Portland Housing Bureau will lead implementation of affordable housing related activities. The type and funding level for projects and programs will be based on the Action Plans and the Portland Housing Bureau’s Strategic Framework, as well as other adopted City housing policies, where applicable. The Portland Housing Bureau will strive to ensure that housing opportunities are distributed equitable across the district.

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

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

		based institutions while growing and expanding economic and residential options.
<b>Homeownership Support</b>	Provide down payment assistance and other types of financial assistance, as well as the financial subsidization of the development of new homes. The preferred model for homeownership investments made under this plan is permanently affordable homeownership utilizing mechanisms such as down payment assistance, community land trusts, and covenants that ensure the homes remain affordable for subsequent buyers.	Goal 4
<b>Multi-family Rental Development</b>	Develop new affordable rental housing in a variety of unit sizes, including family sized units and multi-generational options (two-bedrooms or larger).	<u>Goal 8:</u> Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously displaced. Explore the use of more mixed-use development.
<b>Rehabilitation and Preservation of Existing Regulated Housing</b>	Provide funding to rehabilitate and preserve the affordability of existing regulated affordable housing.	Goal 2  Goal 4
<b>Acquisition &amp; Rehabilitation of Existing Market-Rate and Naturally Occurring Affordable Housing</b>	Purchase market-rate and naturally occurring affordable housing; including motels, foreclosed and unoccupied properties; make needed repairs and renovations; and convert to regulated affordable	Goal 2  Goal 4

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

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

In addition to the programs operated by the Portland Housing Bureau in 2024, Sumner-Parkrose-Argay-Columbia Corridor community members and stakeholders have expressed an interest in new programs using TIF funds. These new programs may or may not be developed in accordance with the definitions of affordable housing, as defined in the Chapter 6 Glossary, but if agreed to as part of an Action Plan, will be implemented in line with the vision, values, goals, and implementation principles in this District Plan. Consideration of and decisions regarding any new programs the Housing Bureau currently does not operate will occur during the planning process for an Action Plan. The following new programs are eligible for legal, financial, feasibility and impact analysis, and if determined feasible by PHB, for program development and implementation through a five-year action plan.

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

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

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

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

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

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

1. Provide long-term stable, accessible and affordable commercial space with priority for businesses and non-profits that are owned, led by, and/or support Priority Communities; especially existing businesses located within the District boundary, and new businesses being started by community members with ties to the Sumner-Parkrose-Argay area and Columbia Corridor. This especially includes investments in properties developed, owned or otherwise controlled for the long term by public agencies and non-profit organizations;
2. Support employment of community members from the District and adjacent neighborhoods, particularly of Priority Communities;
3. Support mixed-use and mixed-income development that combines commercial space with the other eligible projects in this plan, including affordable and market rate homes, and priority services and amenities;
4. Increase climate resilience and community health via investments, including lowering carbon-energy supply while improving production of renewable energy;
5. Create buffers between industrial and residential lands so both opportunities can coexist and create a beneficial, cohesive, healthier community;
6. Support industrial land employers and access to high-wage employment for the benefit of Sumner-Parkrose-Argay area residents; and
7. Support home-based businesses.

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

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

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

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

<b>TABLE 2. INCLUSIVE GROWTH - ECONOMIC AND URBAN DEVELOPMENT (minimum 45%)</b>		
<b>Project Short Name</b>	<b>Description</b>	<b>Relationship to Plan Goals</b>
<b>Predevelopment</b>	Support technical and/or financial assistance to determine the feasibility of development, redevelopment and renovation projects.	<p><u>Goal 8:</u> Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously displaced. Explore the use of more mixed-use development.</p> <p><u>Goal 9:</u> Expand brick and mortar business presence and provide economic opportunities/stabilization to create thriving and vibrant commercial neighborhood corridors.</p>

<p><b>Land Acquisitions &amp; Land Banking</b></p>	<p>Invest to acquire properties for development or redevelopment in conformance with the goals of this Plan</p>	<p>Goal 8</p> <p>Goal 9</p> <p><u>Goal 10:</u> Advance equitable development on opportunity sites and increase living wage jobs.</p>
<p><b>Development, Redevelopment and Renovation</b></p>	<p>Support development, redevelopment and renovation activities, including:</p> <ul style="list-style-type: none"> <li>● New construction</li> <li>● Building façade improvements</li> <li>● Remediation activities</li> <li>● Workforce Housing</li> <li>● Professional services, building and site design assistance</li> <li>● Tenant improvements</li> <li>● Building repairs and upgrades</li> <li>● Climate, resilience and community solar projects</li> <li>● Seismic, fire suppression, other public safety improvements</li> <li>● Accessibility improvements; landscaping enhancements; pedestrian amenities and lighting outside of the public right of way</li> <li>● Permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup businesses and non-profits.</li> <li>● Adding tree canopy.</li> </ul>	<p><u>Goal 2:</u> Ensure that current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.</p> <p><u>Goal 4:</u> Prevent the displacement of vulnerable people, communities, businesses and community-based institutions while growing and expanding economic and residential options.</p> <p>Goal 8</p> <p><u>Goal 11:</u> Expand support to entrepreneurs and access to capital.</p>

<p><b>Arts and Culture</b></p>	<p>Support Arts and cultural investments (not public art as a “public building,” defined in ORS 457.010) that celebrate and represent Priority Communities, developed by and/or in collaboration with local artists and community members who represent those communities.</p> <p>Prioritize murals, placemaking investments, arts and entertainment performance venues, or interactive, multicultural community art spaces that create a sense of community and instill pride.</p>	<p><u>Goal 3:</u> Ensure those historically marginalized or economically vulnerable people play lead roles in decisions about investments and policies that affect them and their communities.</p> <p>Goal 8</p> <p><u>Goal 12:</u> Expand opportunities for community connections.</p>
<p><b>Signage</b></p>	<p>Develop signage that serves the greater purpose of the TIF district, including multi-lingual signage and directional signage to local businesses.</p>	<p>Goal 8</p> <p>Goal 12</p>
<p><b>Infrastructure Investments Triggered by Development, Redevelopment or Renovation Activities</b></p>	<p>Invest in critical public safety improvements, transportation improvements, green infrastructure, such as tree canopy, and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in this Plan.</p> <p><i>See Bullet C of this Section for other eligible infrastructure projects</i></p>	<p><u>Goal 5:</u> Provide safe, accessible and comfortable pedestrian and bicycle networks within the area, including improved local access to businesses, schools, parks and other institutions.</p> <p><u>Goal 6:</u> Address climate, health, and safety needs through investments that create cleaner air and water, accessible and inclusive amenities, and increase walkability and vibrancy.</p>

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

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

<b>TABLE 3. INCLUSIVE GROWTH - INFRASTRUCTURE (maximum 10%)</b>		
<b>Project Short Name</b>	<b>Description</b>	<b>Relationship to Plan Goals</b>
<b>Street and Utilities Improvements</b>	Support new streets, street improvements (e.g., paving, pedestrian islands, beacon crossings), sidewalks, bike lanes and paths, greenways through Sumner on Alberta, stormwater improvements, new and/or relocated utilities (water, storm, sanitary sewer)	<p><u>Goal 1:</u> Ensure elders and youth are supported through investments.</p> <p><u>Goal 2:</u> Ensure that current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.</p> <p><u>Goal 4:</u> Prevent the displacement of vulnerable people, communities, businesses and community-based institutions while growing and expanding economic and residential options.</p>

		<p><u>Goal 5:</u> Provide safe, accessible, and comfortable transportation options within the area, including improved local access to businesses, parks, and other institutions.</p>
<p><b>Connectivity and Accessibility</b></p>	<p>Improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges, especially along Sandy Blvd. Prioritize connections and pedestrian-scale lighting near commercial corridors, industrial spaces, schools, parks and other institutions. Invest in key pedestrian crossings, including a crossing between the Sumner/Parkrose Transit Center and Max Station and pedestrian bridges.</p>	<p>Goal 1</p> <p>Goal 5</p> <p><u>Goal 6:</u> Address climate, health, and safety needs through investments that create cleaner air and water, accessible and inclusive amenities, and increase walkability and vibrancy.</p>
<p><b>Public Recreation, Safety, Health and Resilience Investments</b></p>	<p>Support resilience, recreation, public and personal health outcomes, community gathering space and food access in public spaces. Prioritize new local parks, trails, and natural areas, especially ones that do not require use of motor vehicles to reach; supporting development of the Sumner Association of Neighbors Lot and/or Helensview into a park with recreational amenities; covered spaces and splash pads for existing parks; new and updated community centers; resilience hubs; community gardens, tree canopy, community gathering spaces, business-adjacent rest areas, athletic facilities such as basketball courts and soccer fields, and public exercise equipment (outdoor, permanently installed).</p>	<p>Goal 1</p> <p>Goal 4</p> <p>Goal 6</p> <p><u>Goal 8:</u> Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along</p>

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

Expenditures for the administrative costs associated with managing the TIF District including budgeting and annual reporting, planning, and the implementation of projects in the District are authorized.

**Section 4.3 – Plan Finances**

The Plan will be financed by tax increment revenues (TIF) allocated to the District, as provided in ORS Chapter 457. The ad valorem taxes levied by a taxing district in which all or a portion of the District is located, will be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.420 to 457.470 will be deposited into the special fund and used to finance indebtedness for projects as described in this Plan, or as otherwise permitted or required by applicable law.

The maximum amount of the principal of indebtedness that may be issued or incurred under this Plan (the “Maximum Indebtedness”) is \$310,000,000. The Maximum Indebtedness does not include any amount of indebtedness that may be incurred to refund or refinance existing indebtedness.

**Section 4.4 – Plan Relationship to Local Objectives**

The area within the TIF District will be subject to local objectives contained in other City and regional plans regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunications utilities, recreational and community facilities and other public improvements, including such other plans that exist at the time of this Plan’s adoption and that may be amended or adopted during the implementation period of this Plan.

This TIF Plan will be administered in a manner that any project undertaken under this Plan will complement and support the objectives described within those other plans. The Five-Year Action plans adopted as amendments to this Plan should further explain how any projects to be performed under the Action Plan will complement and support such other City and regional plans, as appropriate.

**Section 4.5 – Proposed Land Uses, Maximum Densities and Building Requirements**

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

**Section 4.6 – Real Property Acquisition and Disposal**

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

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

#### Section 4.7 – Relocation Plan

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

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

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

## SECTION 5. GOVERNANCE OF TIF DISTRICT

### Section 5.1 – Ongoing Community Engagement

Implementation of this plan will be undertaken with community leadership, input and involvement. Prosper Portland and PHB shall convene a Sumner-Parkrose-Argay-Columbia Corridor TIF District Community Leadership Committee to inform Five-Year Action Plans and provide ongoing guidance on implementation, as described in Exhibit E. Governance Charter.

The intent of the Five-Year Action Plan is to establish near-term investment priorities and associated budgets in accordance with this Plan. The Five-Year Action Plans will additionally establish mechanisms for ongoing reporting and implementation oversight.

### Section 5.2 – Future Plan Amendments

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

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

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

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

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

## SECTION 6. GLOSSARY

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

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

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

“Affordable housing” means:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

“PHB” means the Portland Housing Bureau

“Priority Communities” refers to the intended beneficiaries of the Sumner-Parkrose-Argay-Columbia Corridor TIF District, which are people systemically vulnerable to exclusion from the Sumner-Parkrose-Argay-Columbia Corridor area due to gentrification and displacement, including African American and Black persons; Indigenous and Native American persons; persons of color; immigrants and refugees of any legal status; renters; manufactured dwelling residents; persons with disabilities; elders and youth; LGBTQIA+; low-income people; houseless people; and women.

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

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

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

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

“Trauma-informed principles” are a set of values and practices that acknowledge the impact of trauma on people’s lives. These principles include safety; trustworthiness and transparency; peer support;

collaboration and mutuality; empowerment, voice and choice; and cultural, historical and gender issues. (Center for Disease Control’s Office of Public Health Preparedness and Response)

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

## EXHIBITS TO PLAN

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

## Exhibit A: Legal Description

**EXHIBIT 'A'**

**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR TIF DISTRICT LEGAL DESCRIPTION  
OCTOBER 1, 2024**

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

BOOK AND PAGE: MULTNOMAH COUNTY DEED RECORDS

DOCUMENT NO.: MULTNOMAH COUNTY DEED RECORDS

ORDINANCE NO.: CITY OF PORTLAND RECORDS

PLAT: MULTNOMAH COUNTY PLAT RECORDS

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

A TRACT OF LAND LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 13, THE SOUTHEAST ONE-QUARTER OF SECTION 14, THE SOUTHWEST AND SOUTHEAST ONE-QUARTERS OF SECTION 15, THE SOUTHWEST AND SOUTHEAST ONE-QUARTERS OF SECTION 16, THE SOUTHEAST ONE-QUARTER OF SECTION 20, THE NORTHWEST, NORTHEAST, AND SOUTHWEST ONE-QUARTERS OF SECTION 21, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 22, THE NORTHWEST, NORTHEAST, SOUTHEAST AND SOUTHWEST ONE-QUARTERS OF SECTION 23, THE NORTHWEST AND SOUTHWEST ONE-QUARTERS OF SECTION 24, THE NORTHWEST ONE-QUARTER OF SECTION 25, AND THE NORTHEAST ONE-QUARTER OF SECTION 26, TOWNSHIP 1 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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

THENCE NORTHERLY 147 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE 82ND AVENUE;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THENCE WESTERLY 375 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF THAT 20.95 ACRE PARCEL SHOWN ON BOUNDARY LINE ADJUSTMENT RECORD OF SURVEY NO. 54619, MULTNOMAH COUNTY SURVEY RECORDS, TO AN ANGLE POINT ON SAID SOUTHERLY LINE;

THENCE SOUTHERLY 69 FEET (MORE OR LESS) ALONG A SOUTHERLY BEARING PORTION OF SAID SOUTHERLY LINE OF THAT 20.95 ACRE PARCEL SHOWN ON BOUNDARY LINE ADJUSTMENT RECORD OF SURVEY NO. 54619, MULTNOMAH COUNTY SURVEY RECORDS, TO THE NORTHERLY LINE OF LOT 4, PLAT OF SPACE INDUSTRIAL PARK;

THENCE WESTERLY 523 FEET (MORE OR LESS) ALONG SAID NORTHERLY LINE OF LOT 4, SPACE INDUSTRIAL PARK, TO THE EASTERLY LINE OF LOT 11, PLAT OF WHITAKER WAY INDUSTRIAL PARK;

THENCE SOUTHERLY 260 FEET (MORE OR LESS) ALONG SAID EASTERLY LINE OF SAID LOT 11, WHITAKER WAY INDUSTRIAL PARK, TO THE NORTHERLY RIGHT-OF-WAY LINE OF NE WHITAKER WAY;

THENCE WESTERLY 31 FEET (MORE OR LESS) ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NE WHITAKER WAY, TO A POINT BEING 30 FEET WEST OF SAID EASTERLY LINE OF LOT 11, WHITAKER WAY INDUSTRIAL PARK, WHEN MEASURED PERPENDICULAR THERETO;

THENCE NORTHERLY 412 FEET (MORE OR LESS) ALONG A LINE BEING PARALLEL WITH SAID EASTERLY LINE OF LOT 11, WHITAKER WAY INDUSTRIAL PARK, TO THE NORTHERLY LINE OF SAID LOT 11;

THENCE WESTERLY 1,086 FEET (MORE OR LESS) ALONG THE NORTHERLY LINE OF LOTS 11, 10, 9 AND 8, SAID WHITAKER WAY INDUSTRIAL PARK, TO THE MOST NORTHERLY CORNER OF SAID LOT 8, SAID POINT BEING ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF NE WHITAKER WAY;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THENCE EASTERLY 1,299 FEET (MORE OR LESS) ALONG THE CENTERLINE OF NE BEECH STREET, TO THE CENTERLINE OF NE 82ND AVENUE;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THENCE NORTHERLY 372 FEET (MORE OR LESS) ALONG THE EASTERLY LINE OF SAID BLOCK 13, ARGAY TERRACE, AND THE EASTERLY LINE OF LOT 1 AND 2, BLOCK 5, PLAT OF BEECHWAY, TO THE NORTHEAST CORNER OF SAID LOT 1, BLOCK 5, BEECHWAY, SAID POINT BEING ON THE SOUTHERLY LINE OF THAT 50 FOOT WIDE STRIP OF LAND SHOWN AS "PROPOSED N.E. BEECH ST." ON SURVEY NO. 31039, MULTNOMAH COUNTY SURVEY RECORDS;

THENCE NORTHEASTERLY 517 FEET (MORE OR LESS) ALONG SAID SOUTHERLY LINE OF THAT 50 FOOT WIDE STRIP OF LAND SHOWN AS "PROPOSED N.E. BEECH ST." ON SURVEY NO. 31039, TO THE SOUTHWEST CORNER OF PARCEL 2, PARTITION PLAT NO. 1996-153;

THENCE EASTERLY 365 FEET (MORE OR LESS) ALONG THE SOUTHERLY LINE OF SAID PARCEL 2, PARTITION PLAT NO. 1996-153, TO THE SOUTHEAST CORNER THEREOF;

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

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

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

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

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

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

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

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

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

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

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

THE TRACT OF LAND DESCRIBED ABOVE CONTAINS 1,578 ACRES, MORE OR LESS.

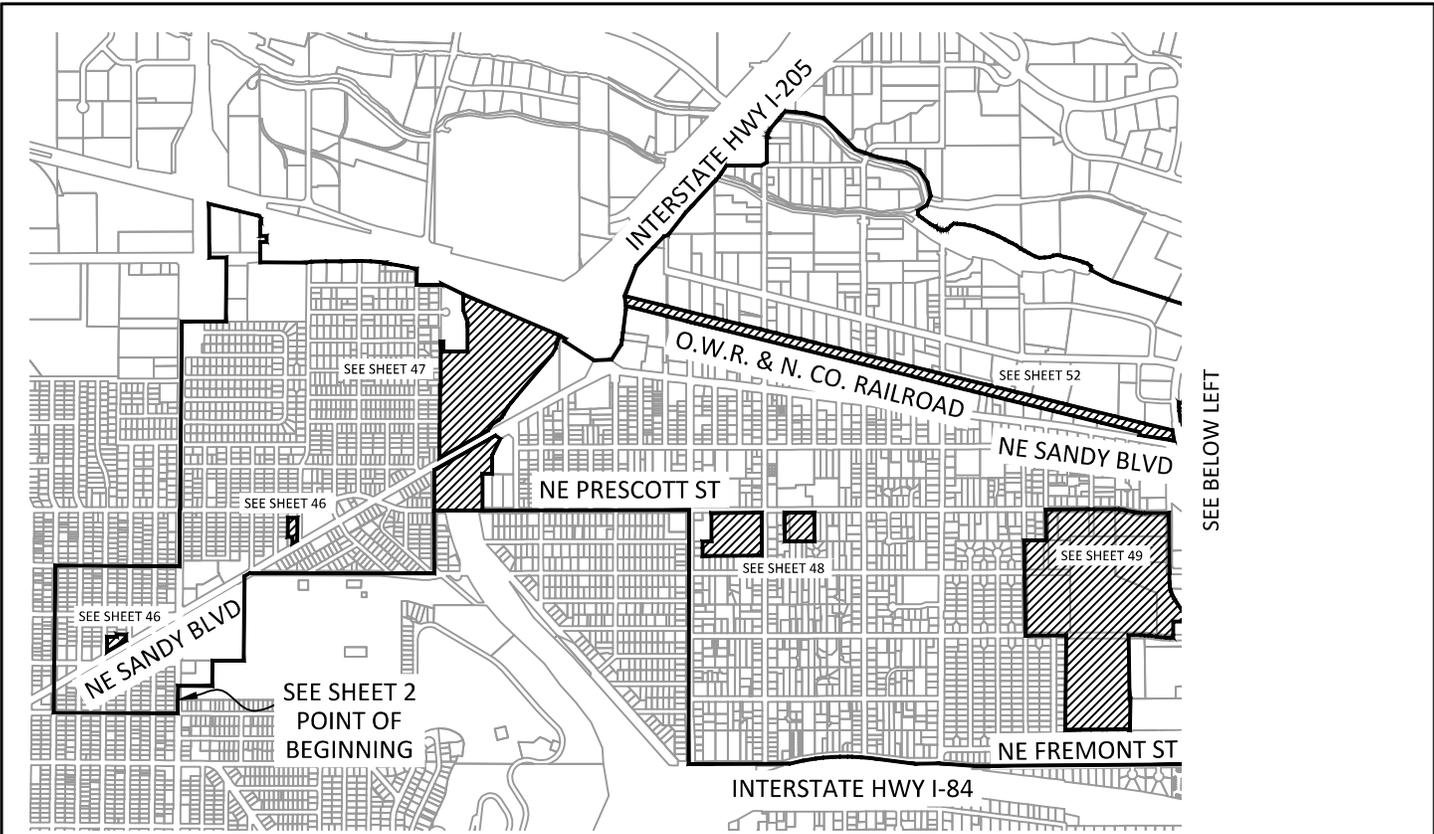
THE TRACT OF LAND DESCRIBED ABOVE IS SHOWN ON THE ATTACHED EXHIBIT 'B' MAP AND BY THIS REFERENCE MADE A PART THEREOF.

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

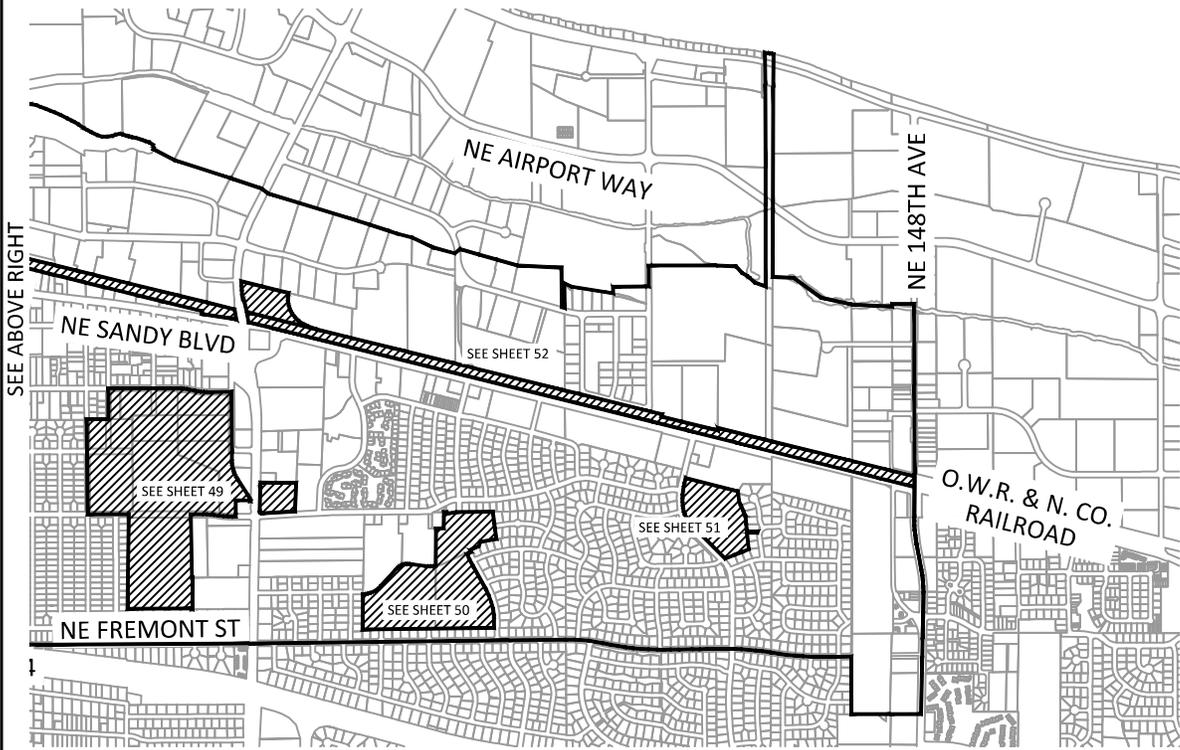
**DIGITALLY SIGNED** 2024.10.01  
13:16:41-07'00'

OREGON  
MARCH 14, 2017  
SCHUYLER JOEL DURY  
78326

RENEWAL 12/31/2025



SEE BELOW LEFT



SEE ABOVE RIGHT



SCALE: 1" = 2,000'

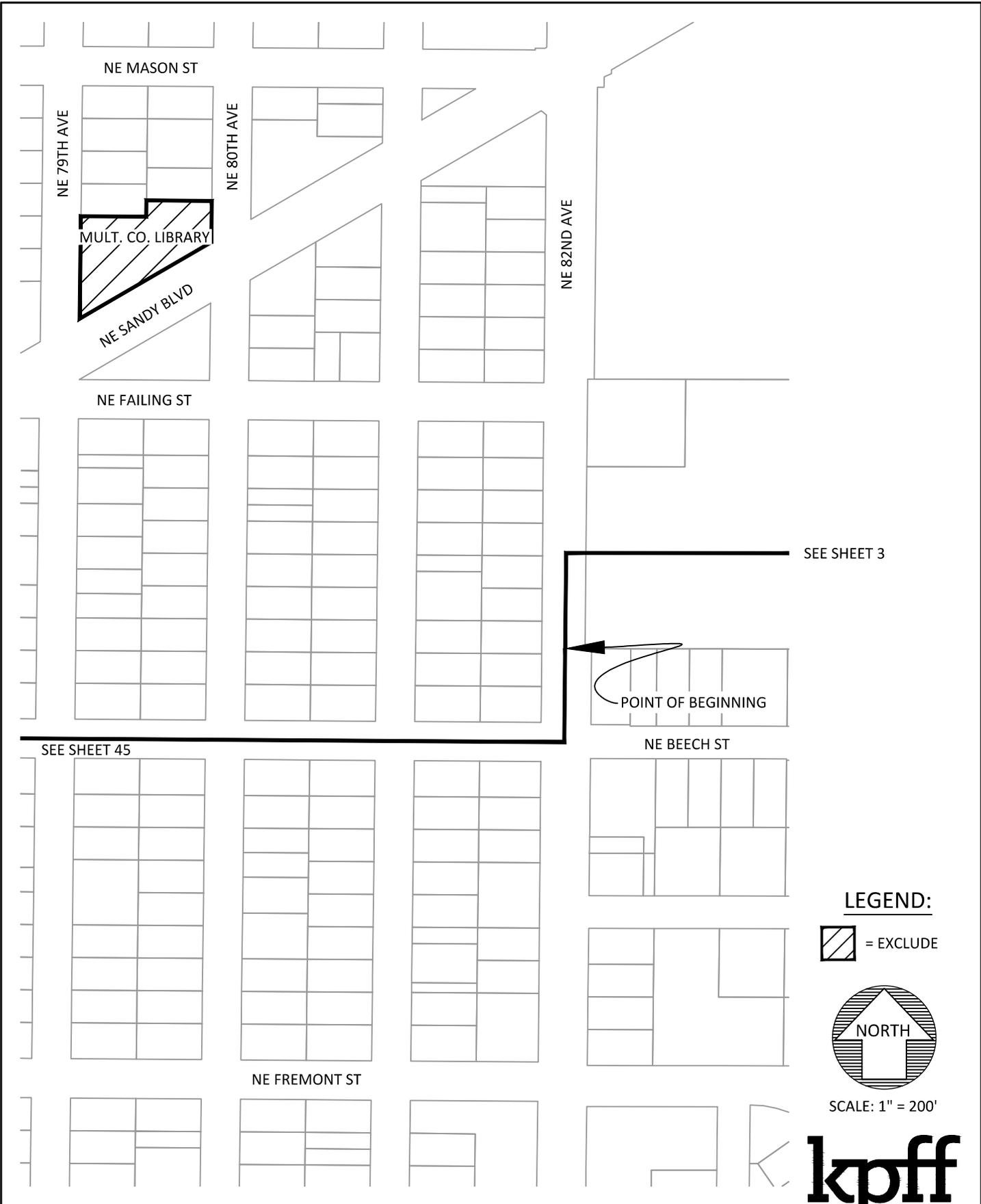
**LEGEND:**

= EXCLUDE



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	1/52



**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	2/52

**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'

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SEE SHEET 4

NE SANDY BLVD

NE 82ND AVE

POINT OF BEGINNING

SEE SHEET 2

NE BEECH ST

NE 85TH AVE

NE MILTON ST



SCALE: 1" = 200'

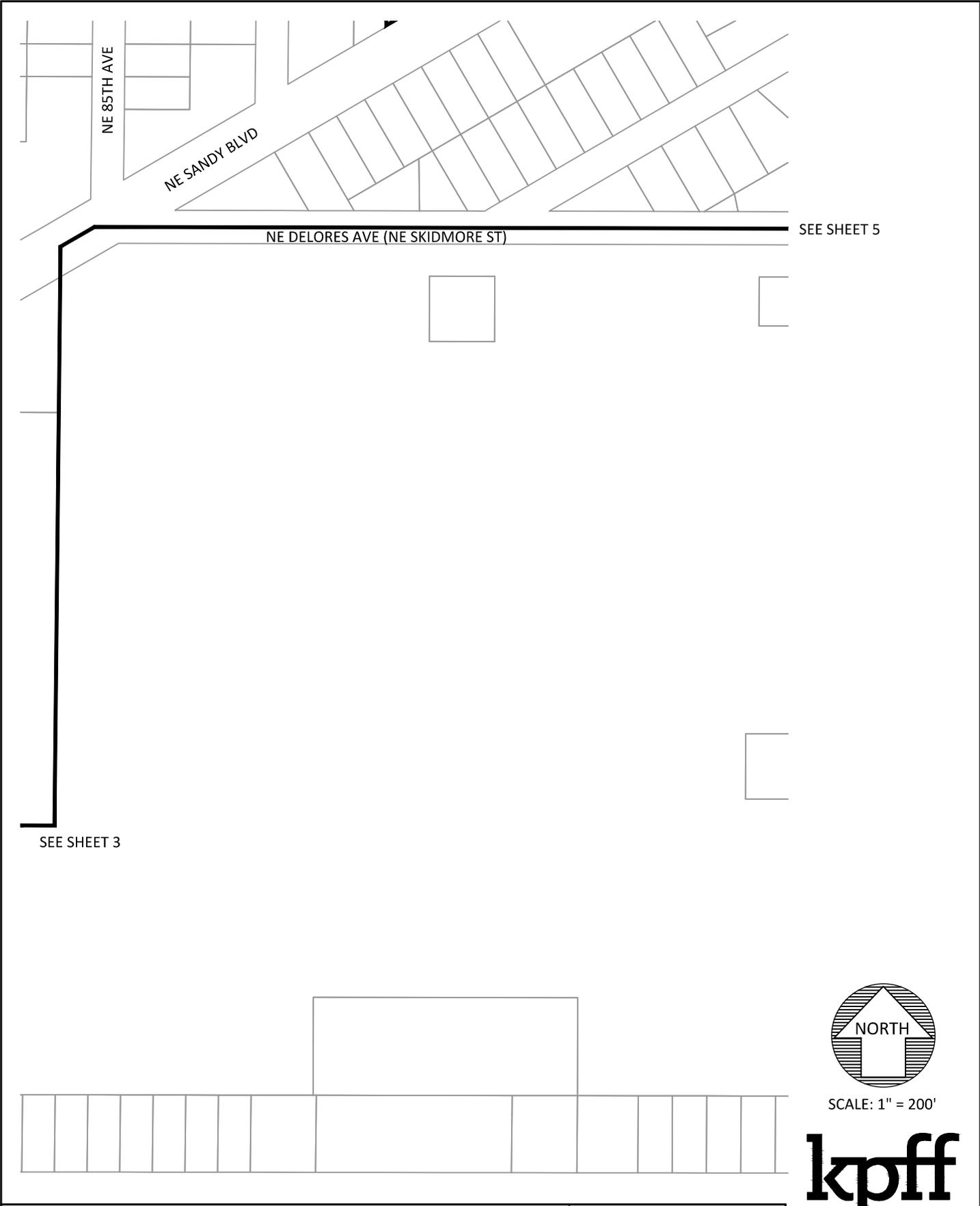


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EXHIBIT B MAP  
SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	3/52

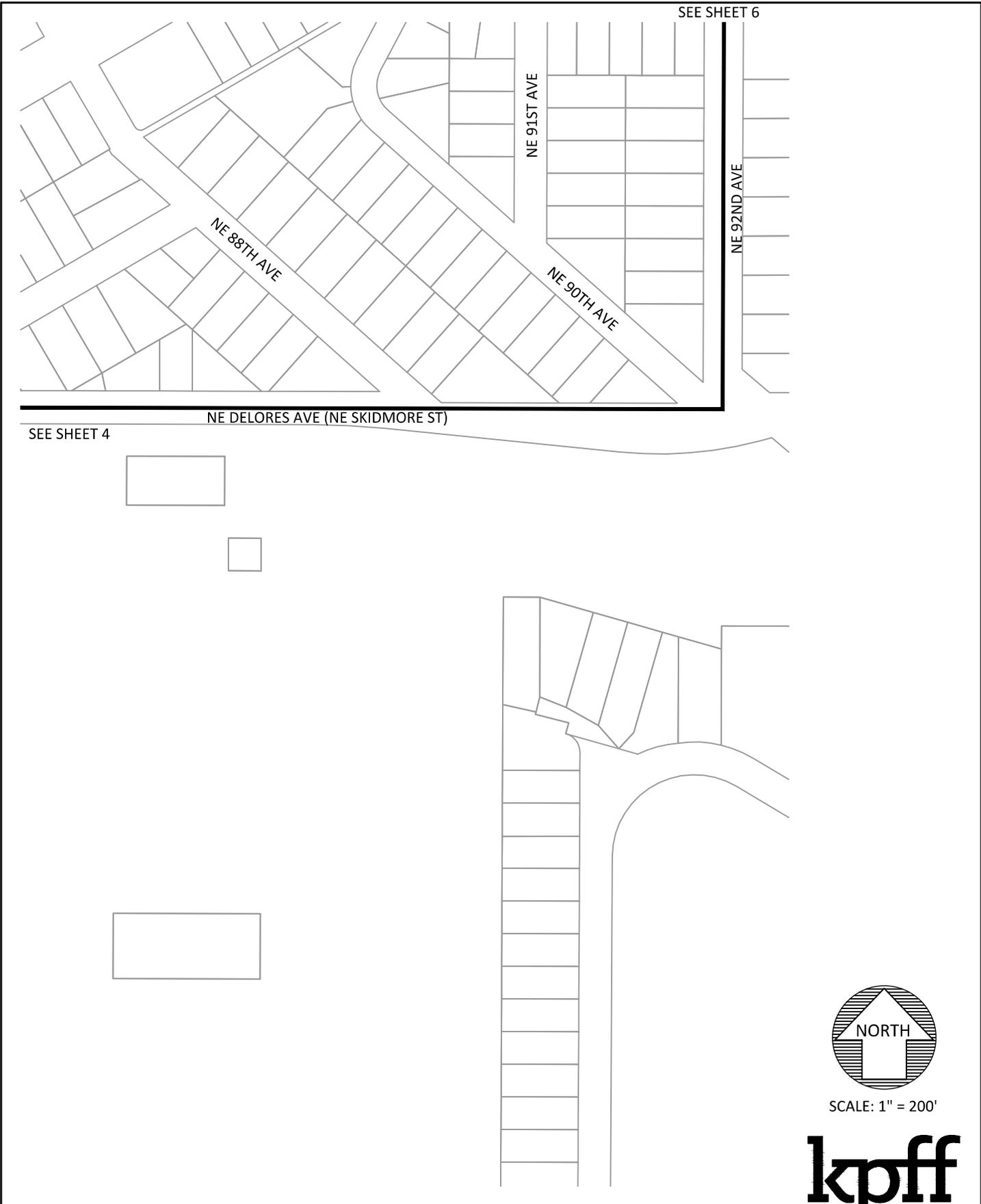


SCALE: 1" = 200'



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	4/52



SEE SHEET 6

NE 91ST AVE

NE 92ND AVE

NE 88TH AVE

NE 90TH AVE

NE DELORES AVE (NE SKIDMORE ST)

SEE SHEET 4

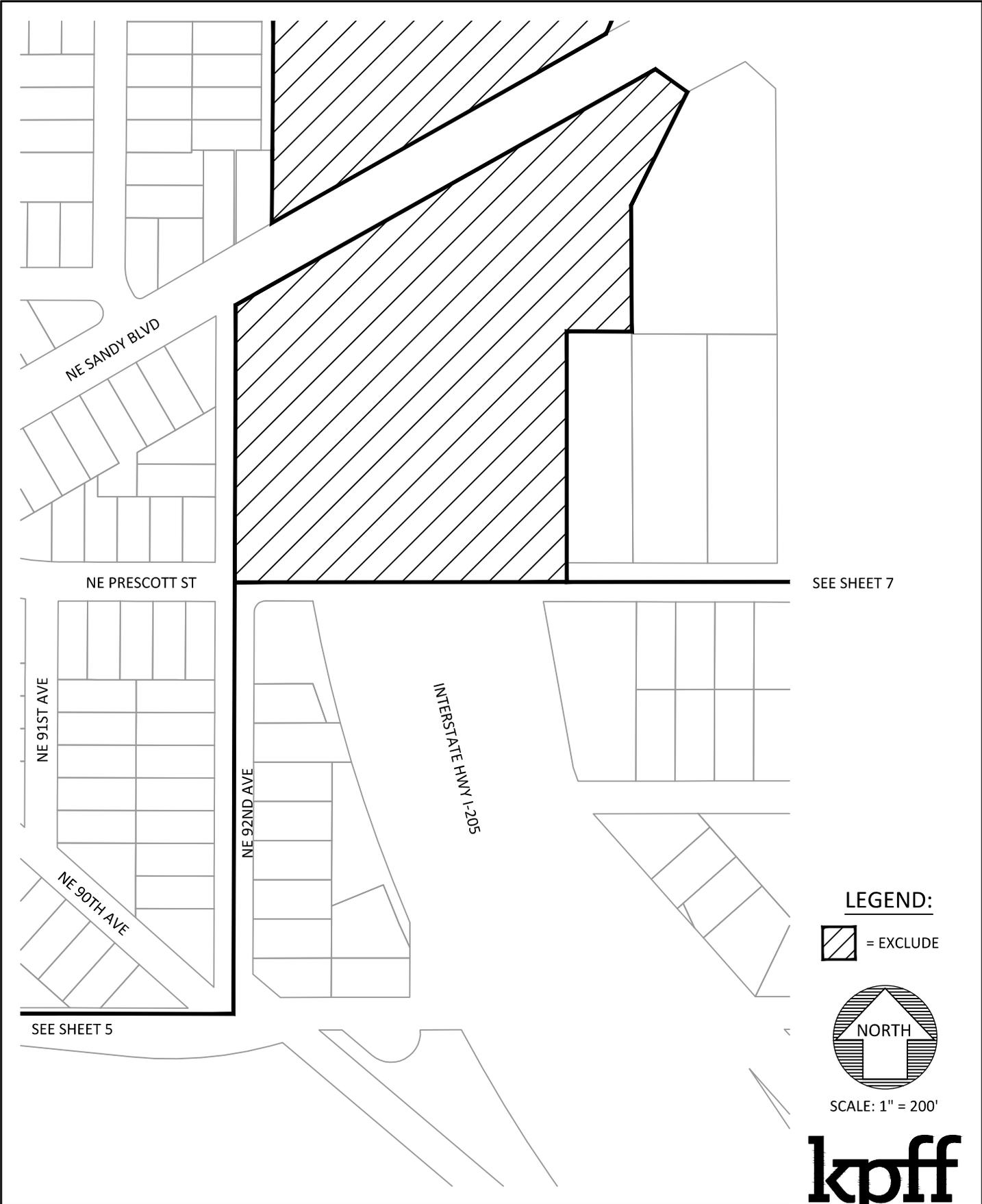


SCALE: 1" = 200'



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	5/52



**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'



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**EXHIBIT B MAP  
 SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	6/52



**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'

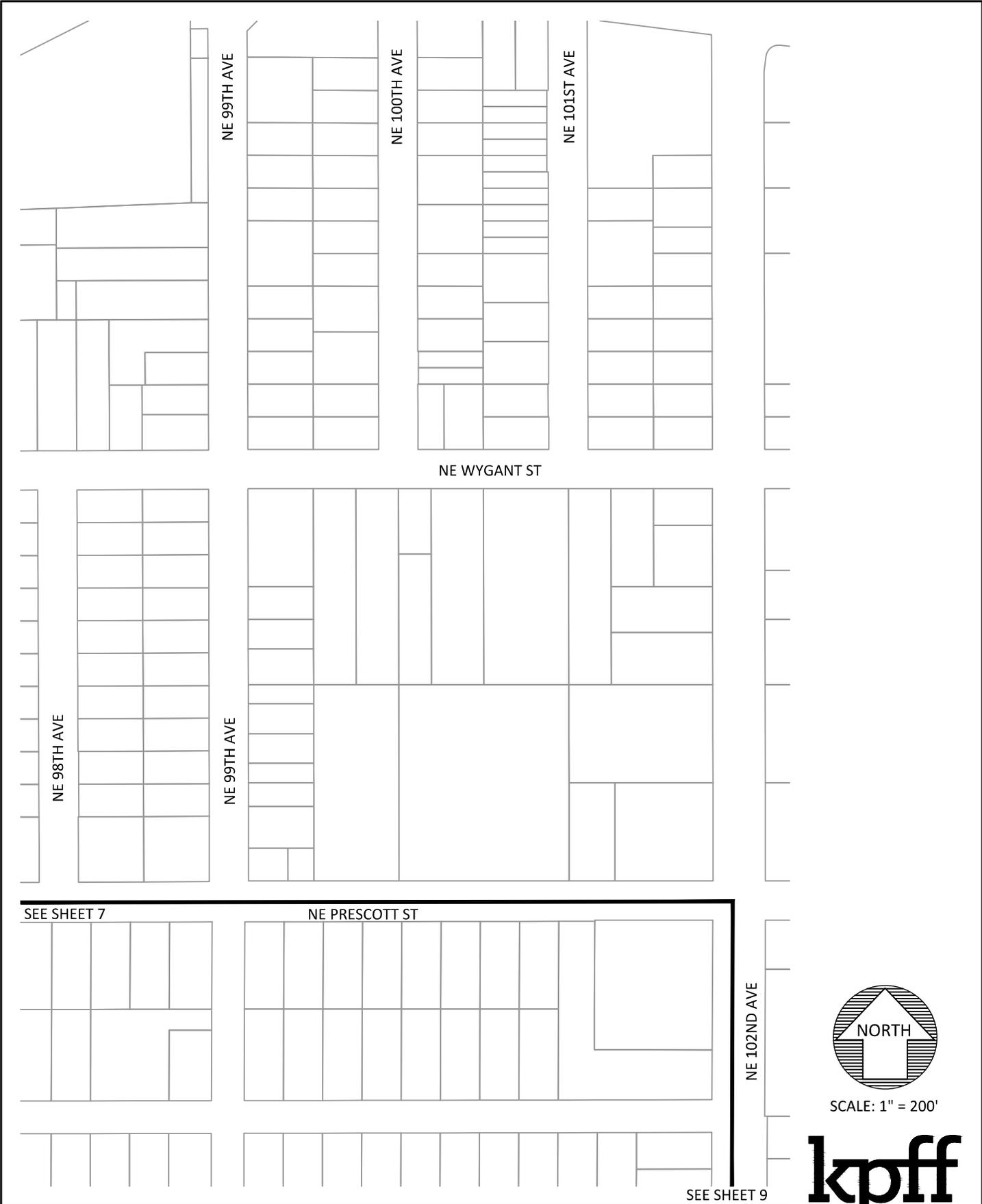


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	7/52



SCALE: 1" = 200'



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>  CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	DATE:	10/1/24
	DRAWN BY:	BDM
	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	8/52

SEE SHEET 8

NE PRESCOTT ST

NE 102ND AVE

NE 105TH AVE

PRESCOTT ELEMENTARY SCHOOL

NE SKIDMORE ST

NE SHAVER ST

NE 102ND AVE

SEE SHEET 10

**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'



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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	9/52

SEE SHEET 9

NE 102ND AVE

NE BEECH ST

NE 105TH AVE

NE FREMONT ST

SEE SHEET 11

INTERSTATE HWY I-84  
(BANFIELD EXPRESSWAY)



SCALE: 1" = 200'



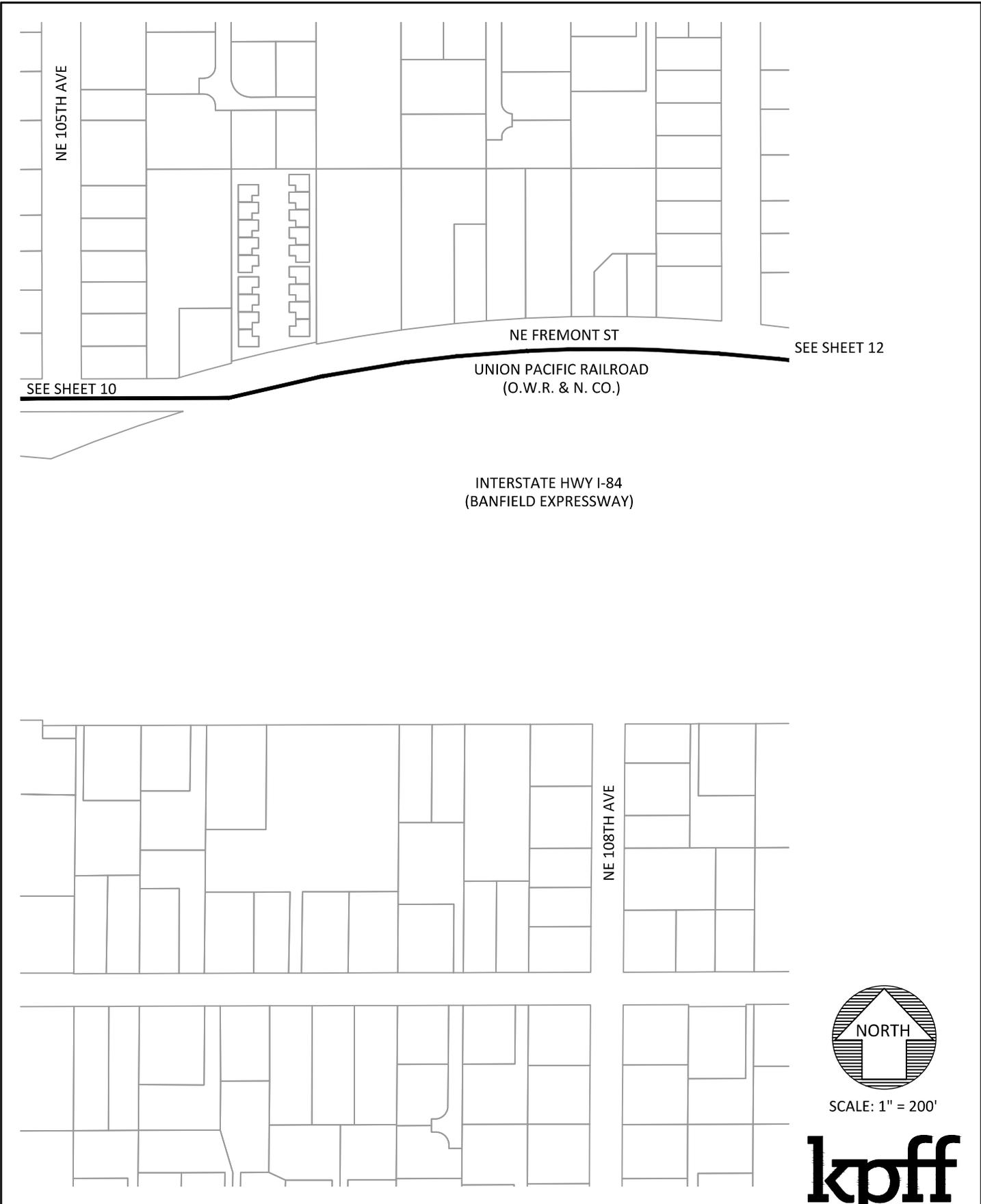
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EXHIBIT B MAP

SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	10/52



NE 105TH AVE

SEE SHEET 10

NE FREMONT ST

SEE SHEET 12

UNION PACIFIC RAILROAD  
(O.W.R. & N. CO.)

INTERSTATE HWY I-84  
(BANFIELD EXPRESSWAY)

NE 108TH AVE

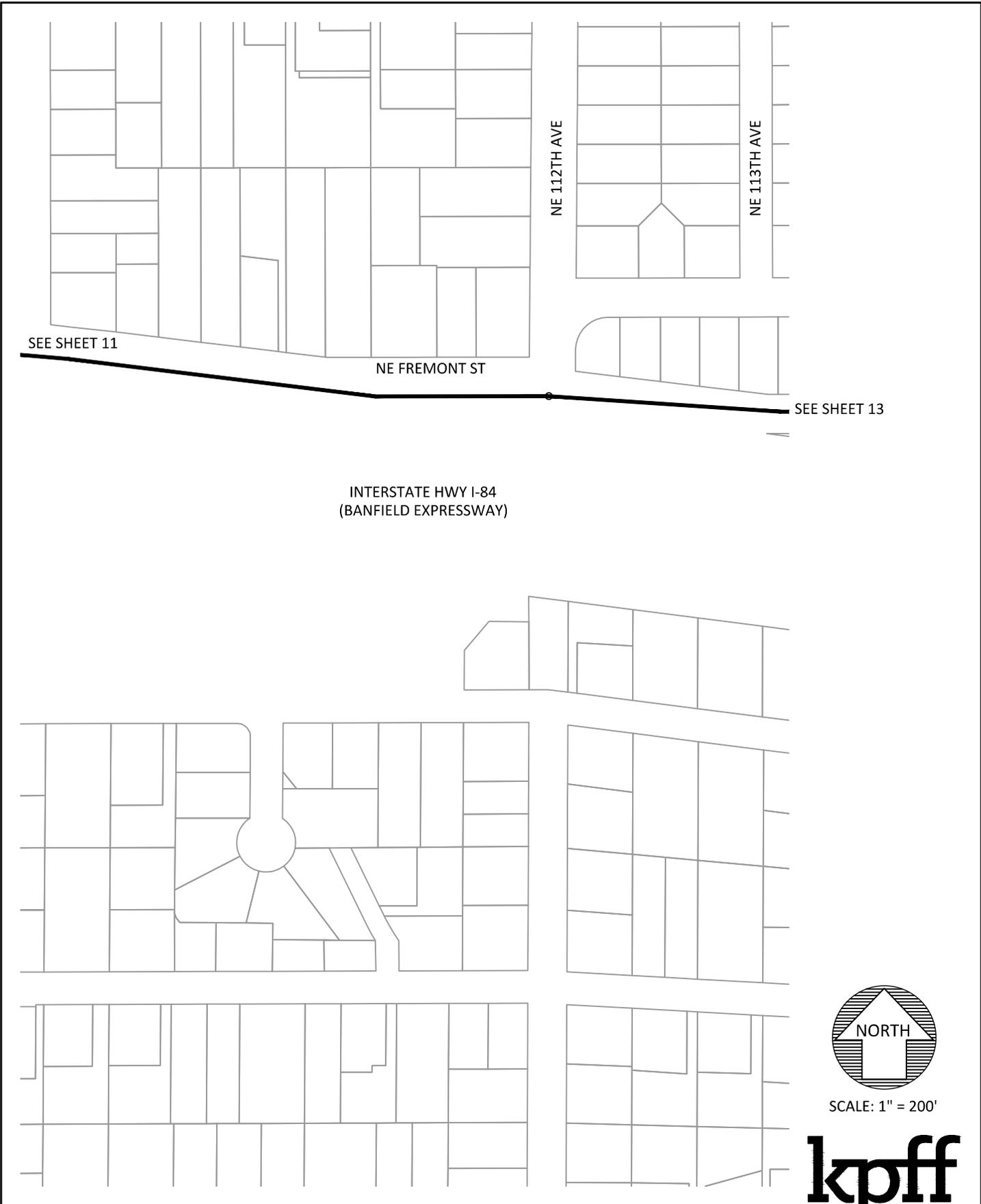


SCALE: 1" = 200'



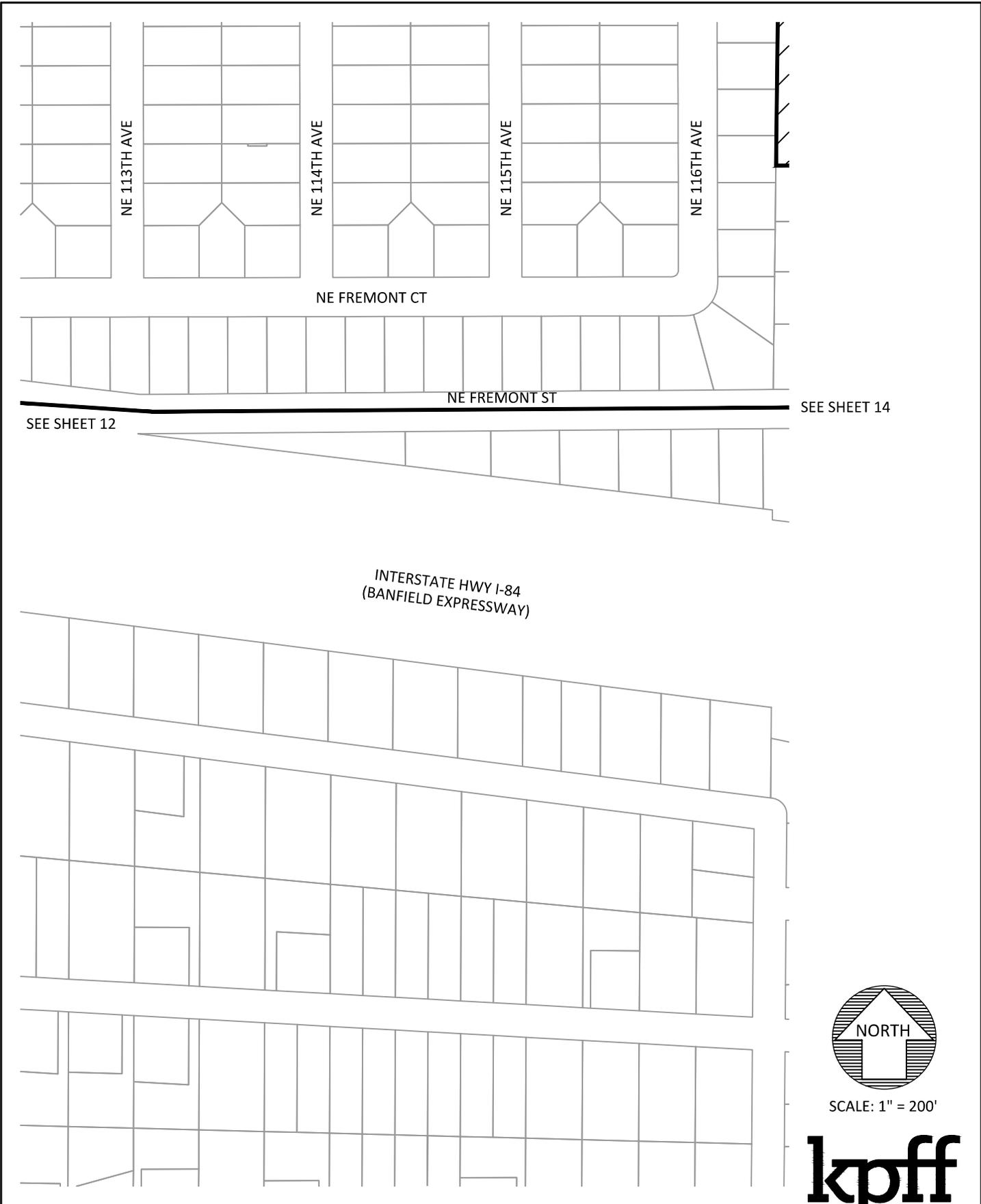
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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	12/52



SEE SHEET 12

SEE SHEET 14

INTERSTATE HWY I-84  
(BANFIELD EXPRESSWAY)

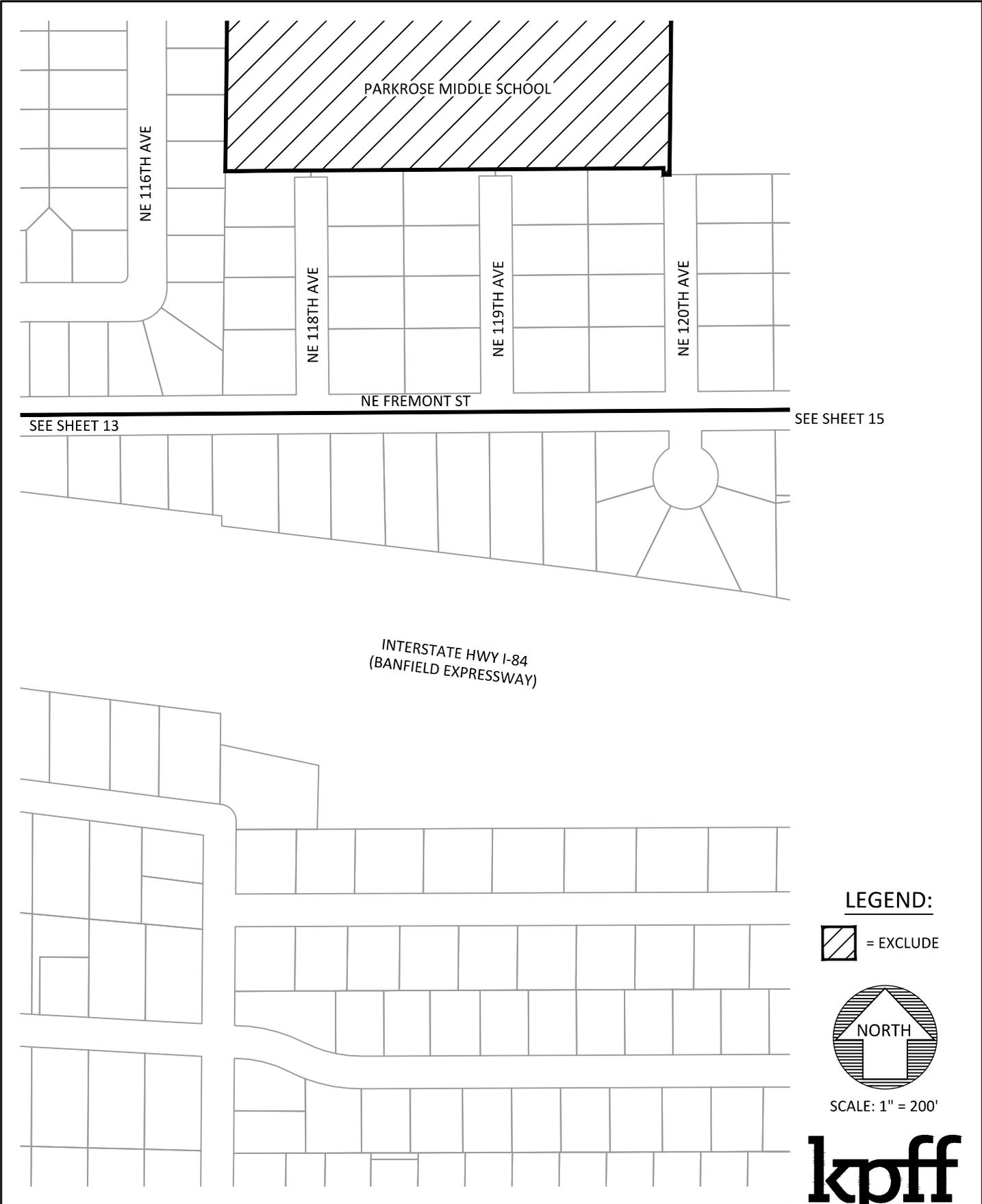


SCALE: 1" = 200'



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	13/52



SEE SHEET 13

SEE SHEET 15

INTERSTATE HWY I-84  
(BANFIELD EXPRESSWAY)

**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'

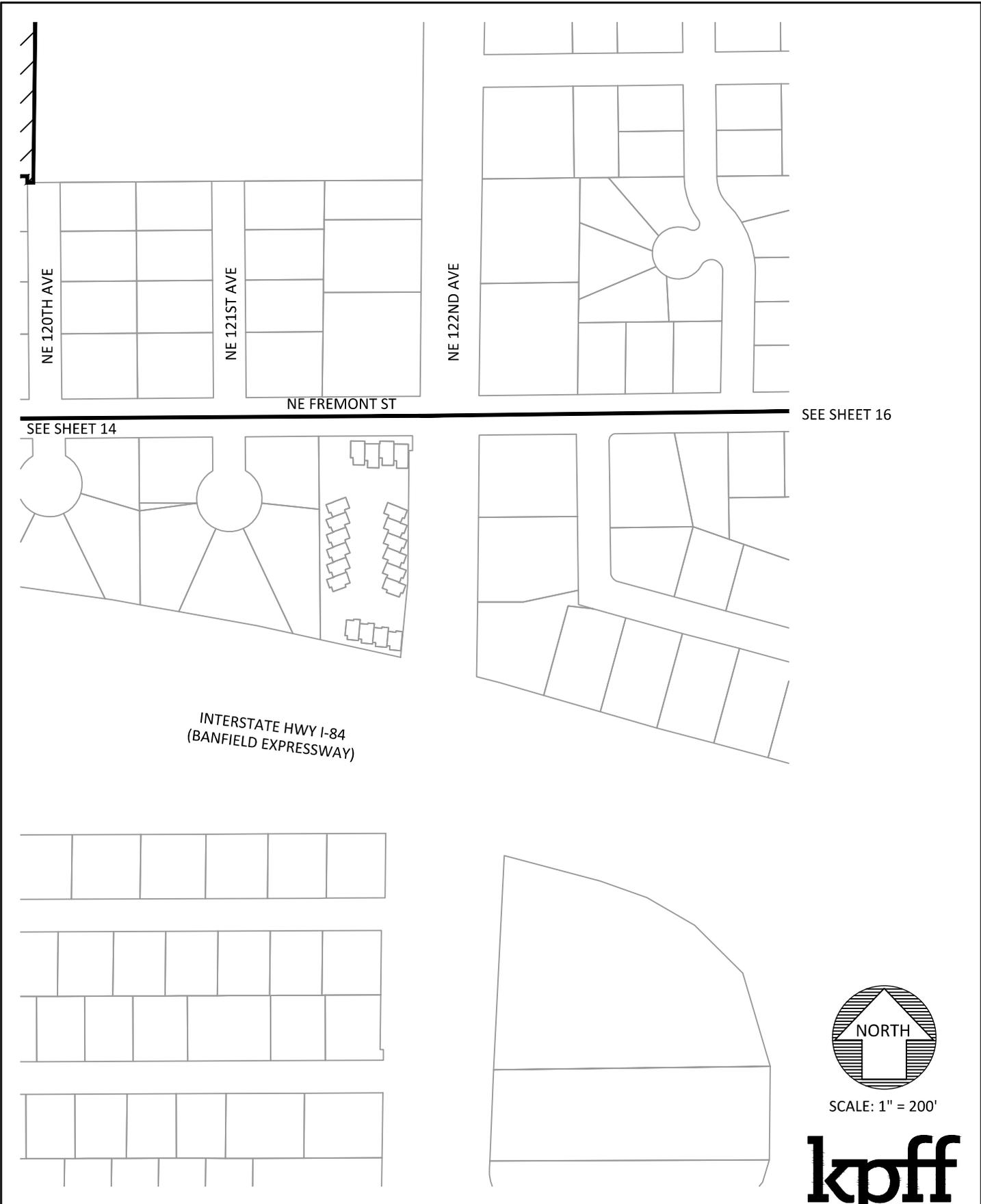


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**EXHIBIT B MAP  
SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	14/52



SEE SHEET 16

SEE SHEET 14

INTERSTATE HWY I-84  
(BANFIELD EXPRESSWAY)



SCALE: 1" = 200'



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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	15/52



**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'



<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
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	SHEET:	16/52

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LUUWIT VIEW PARK

NE FREMONT ST

SEE SHEET 18

SEE SHEET 16

NE 128TH AVE

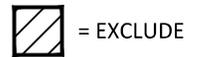
NE 129TH AVE

NE 130TH AVE

NE ROSE PKWY

INTERSTATE HWY I-84  
(BANFIELD EXPRESSWAY)

**LEGEND:**



SCALE: 1" = 200'

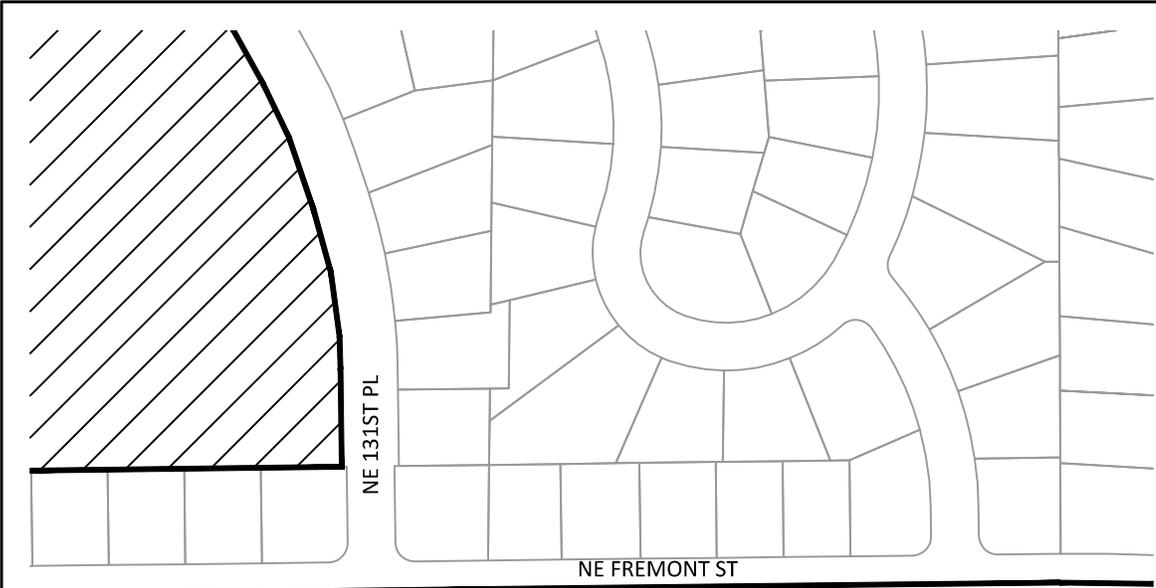


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**EXHIBIT B MAP  
SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	17/52



SEE SHEET 17

SEE SHEET 19



**LEGEND:**

 = EXCLUDE



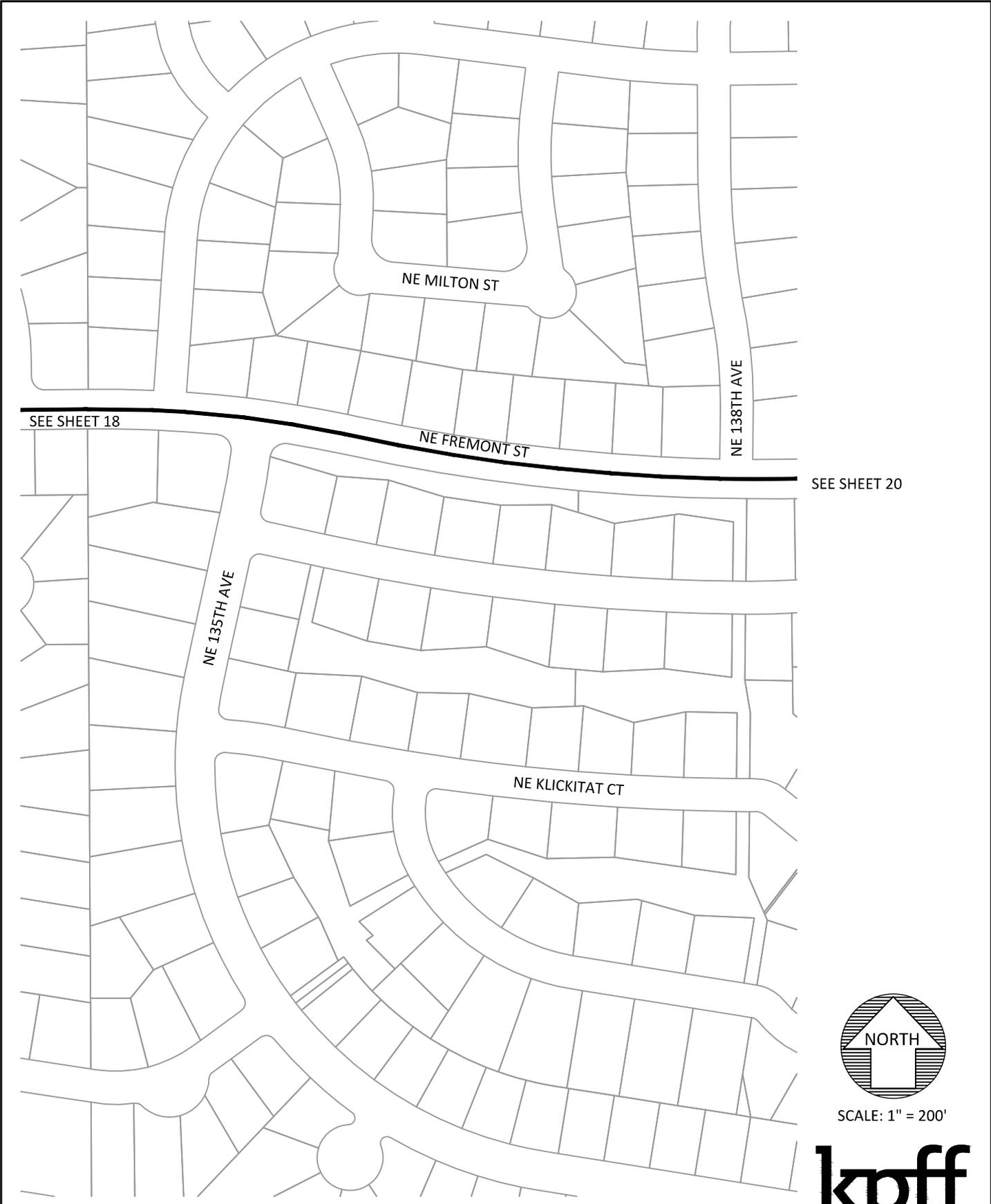
SCALE: 1" = 200'



**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**  
 CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
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PROJECT NO.	2400244
SHEET:	18/52

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SEE SHEET 18

SEE SHEET 20



SCALE: 1" = 200'



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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
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PROJECT NO.	2400244
SHEET:	19/52



SEE SHEET 19

NE FREMONT ST

SEE SHEET 21



SCALE: 1" = 200'

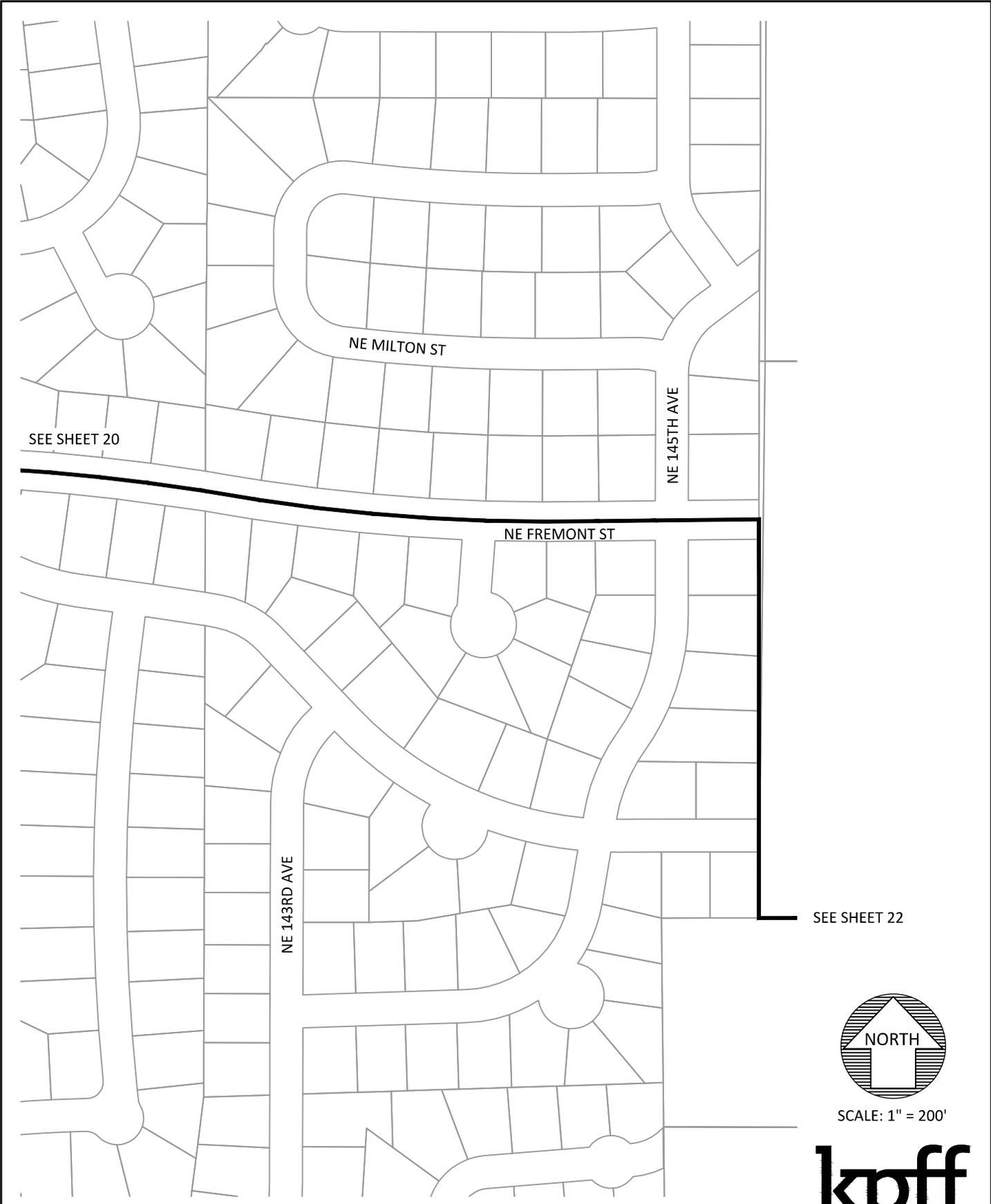


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	20/52



SCALE: 1" = 200'



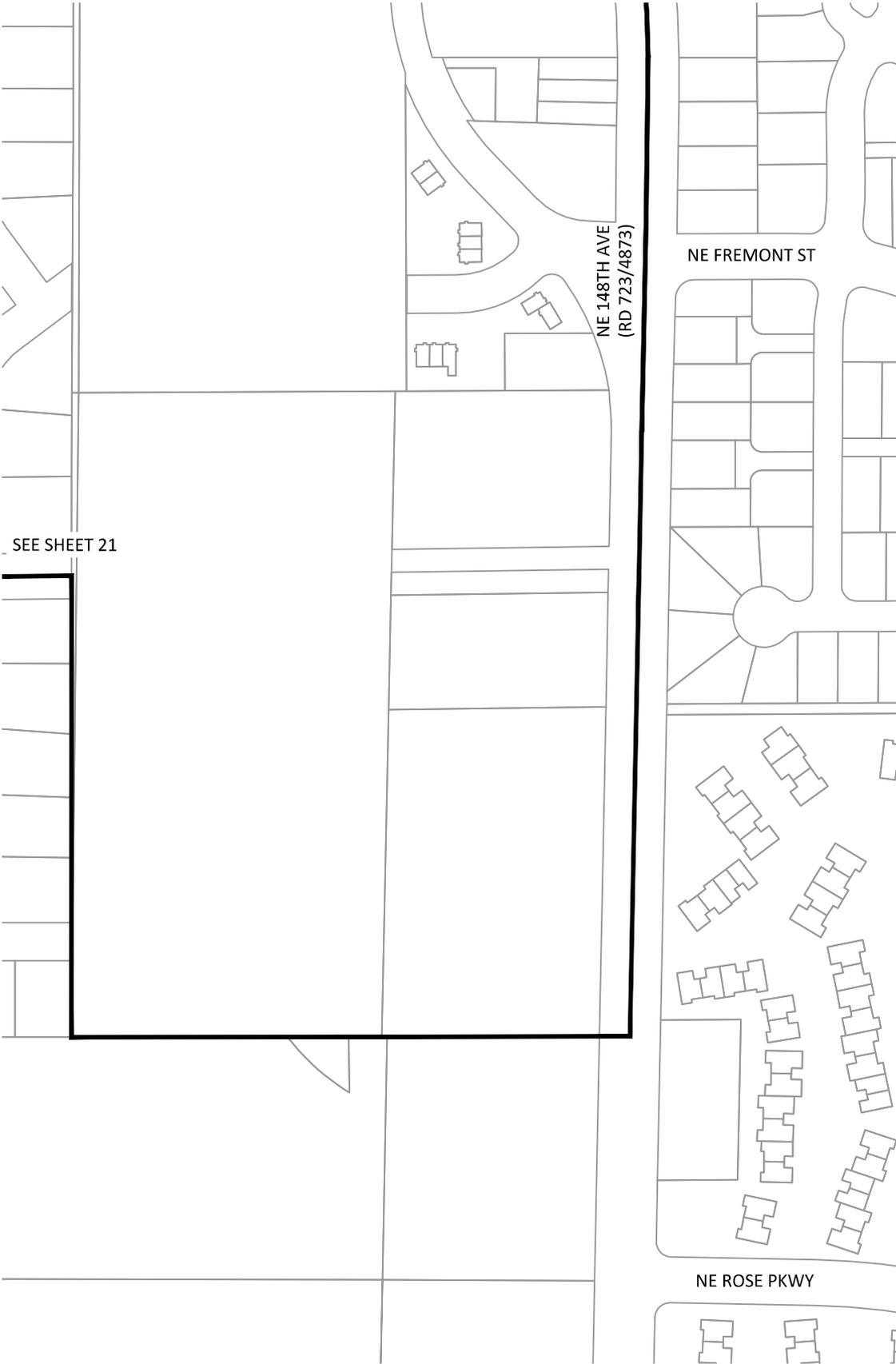
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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
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SHEET:	21/52

SEE SHEET 23



SEE SHEET 21



SCALE: 1" = 200'



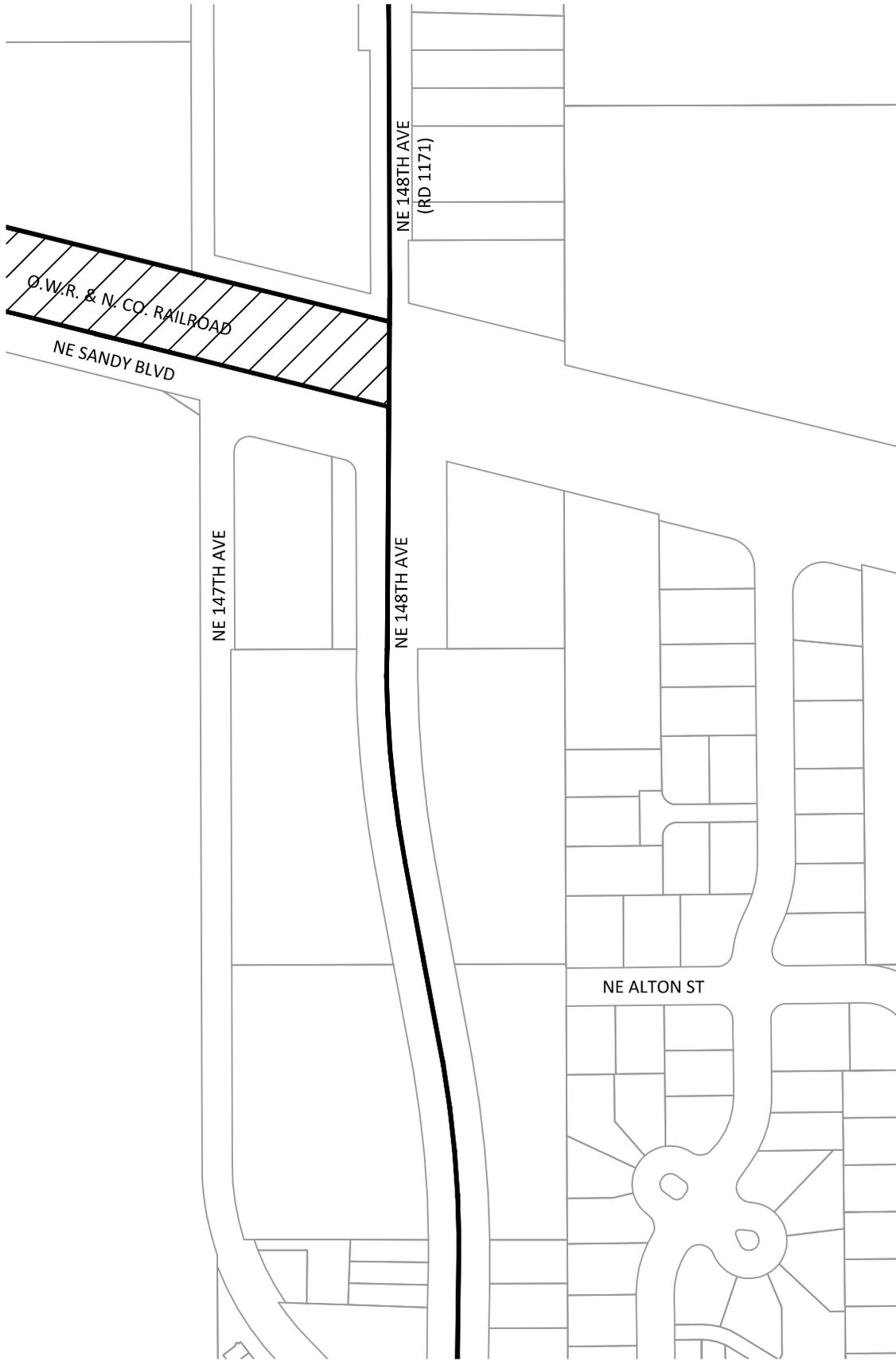
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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

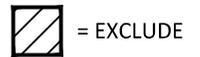
DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	22/52

SEE SHEET 24



SEE SHEET 22

**LEGEND:**



SCALE: 1" = 200'



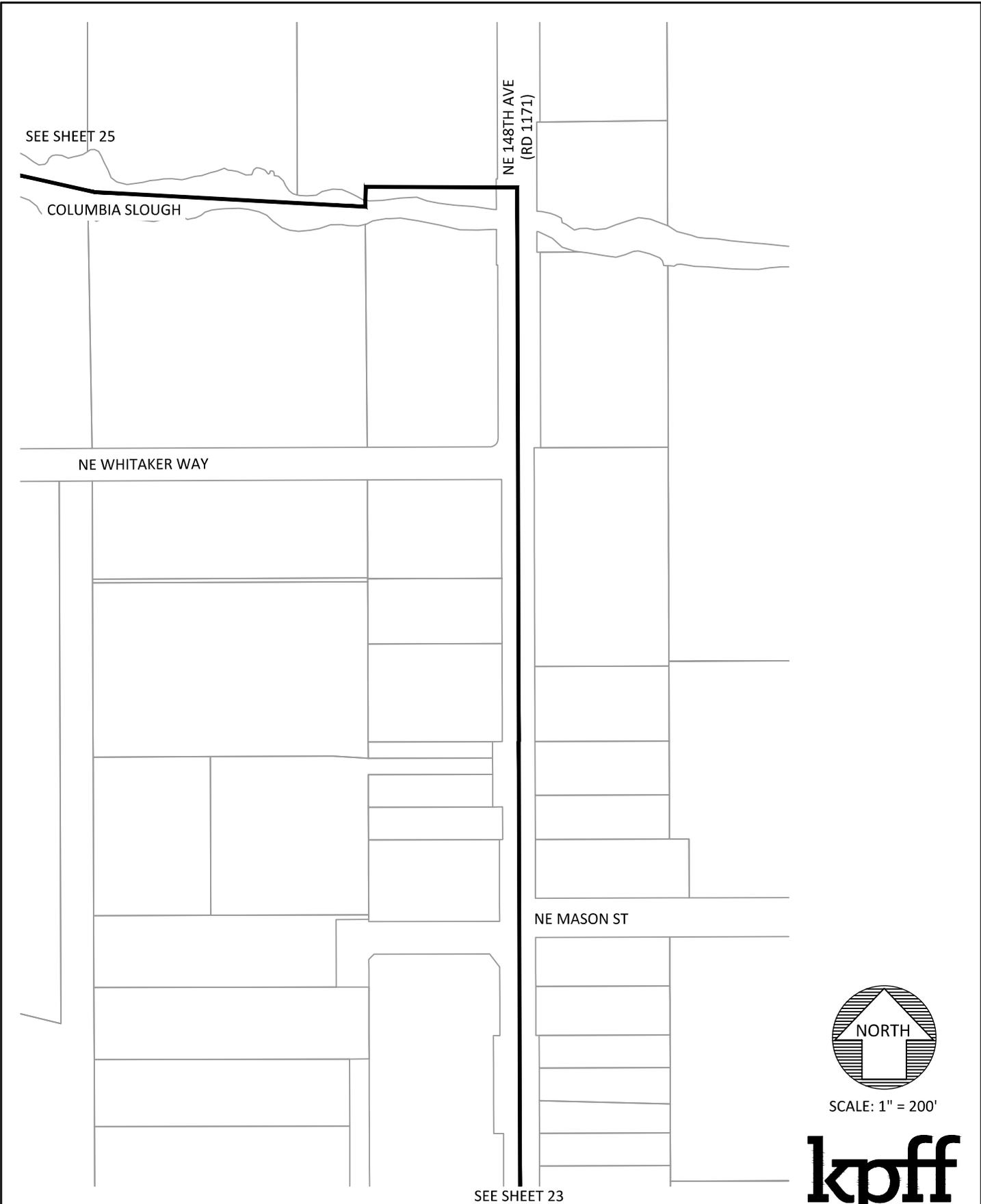
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 O: 503.227.3251  
 F: 503.274.4681  
[www.kpff.com](http://www.kpff.com)

**EXHIBIT B MAP**

**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	23/52



SCALE: 1" = 200'



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	24/52

SEE SHEET 26

NE AIRPORT WAY

SEE SHEET 27

COLUMBIA SLOUGH

SEE SHEET 24

NE WHITAKER WAY



SCALE: 1" = 200'

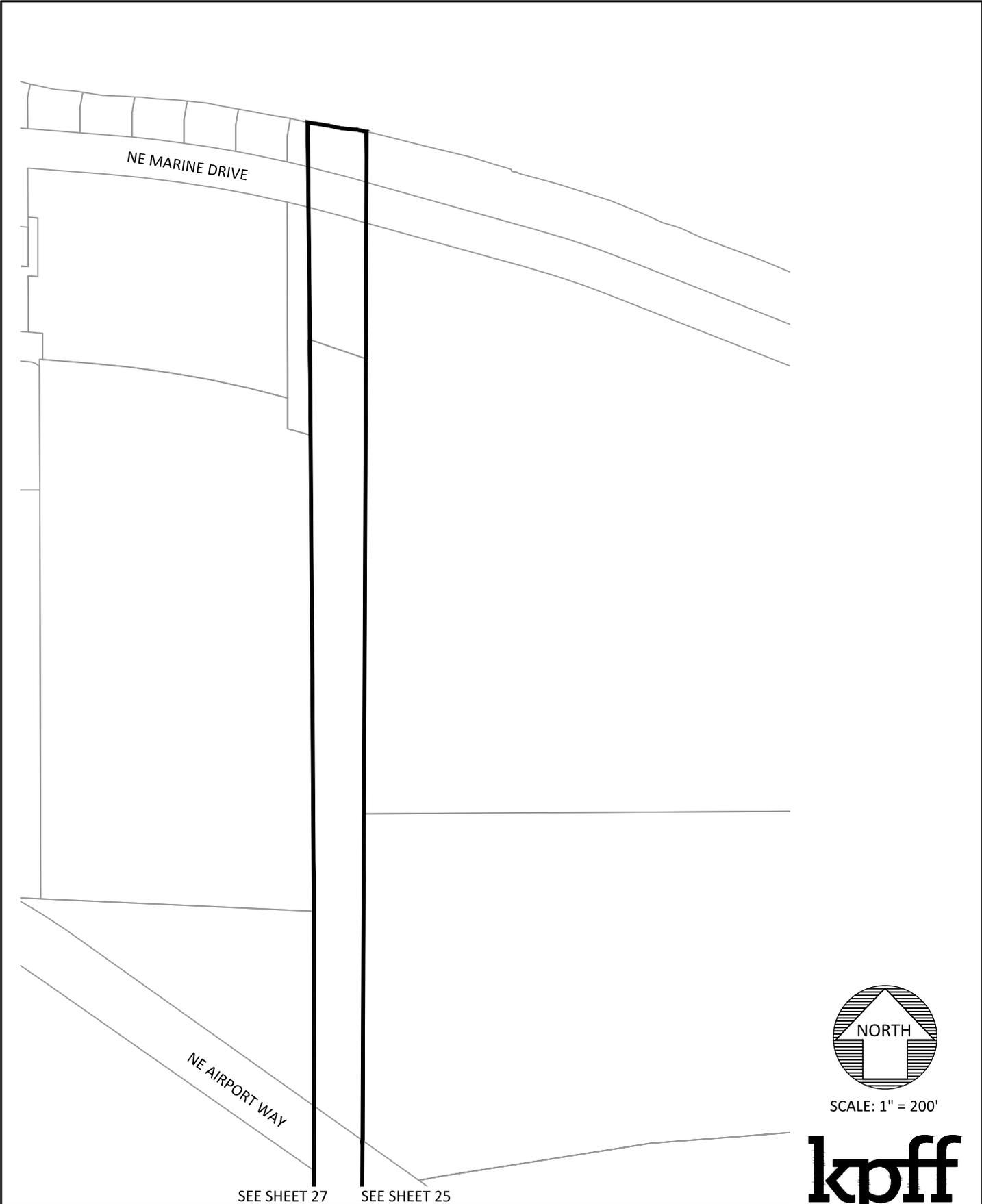


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	25/52



SEE SHEET 27      SEE SHEET 25

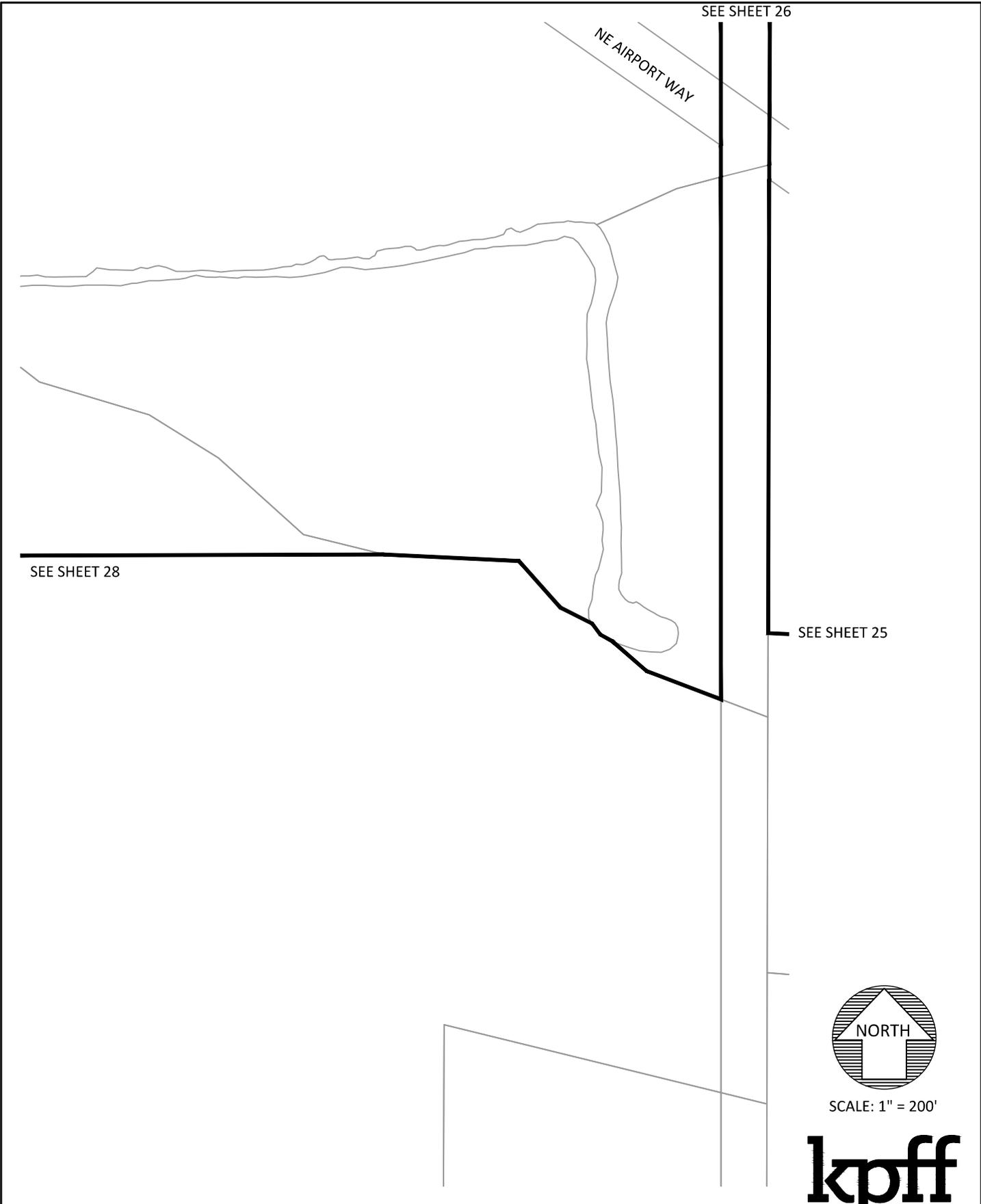


SCALE: 1" = 200'



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	26/52



SCALE: 1" = 200'

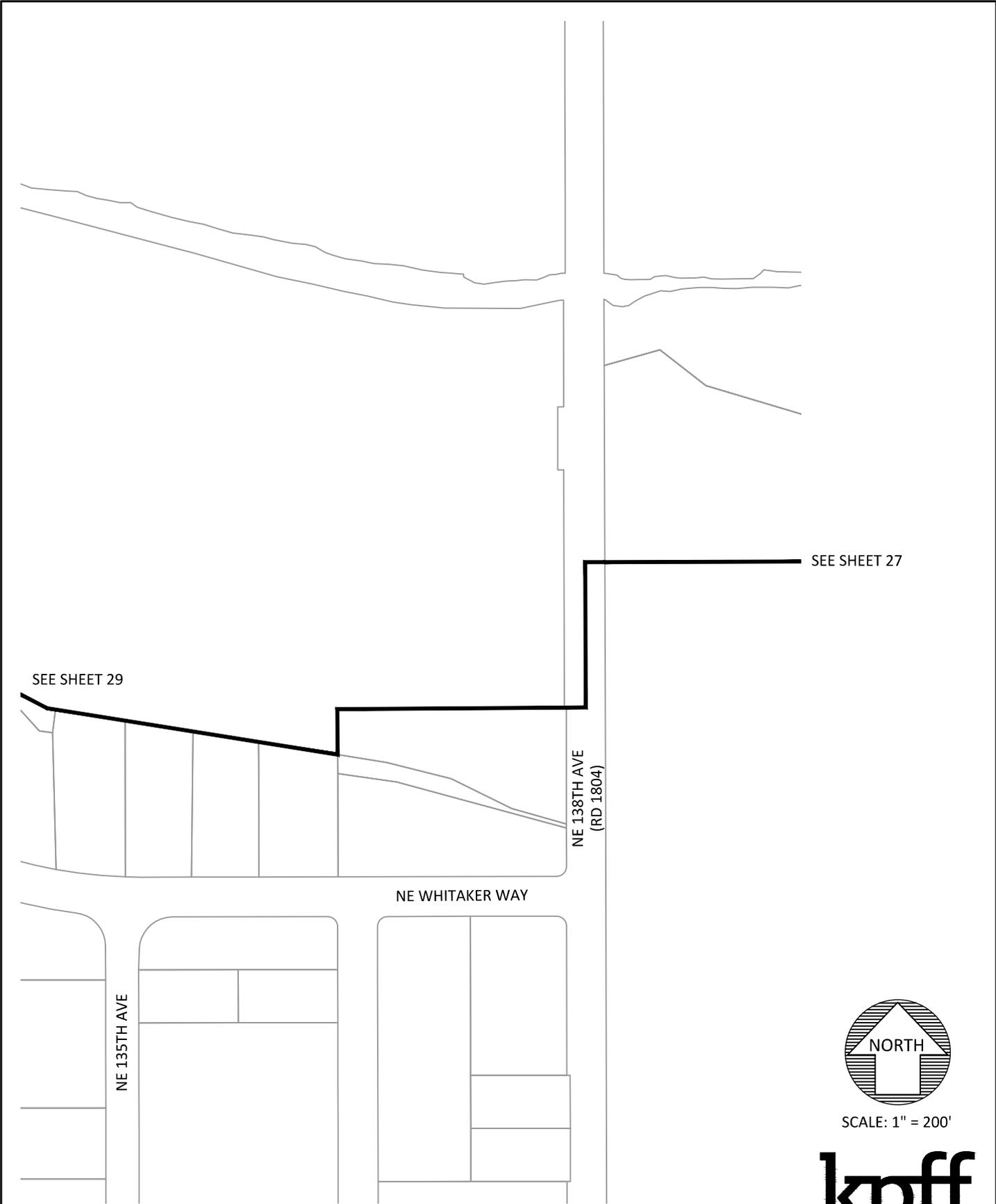


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	27/52



SCALE: 1" = 200'

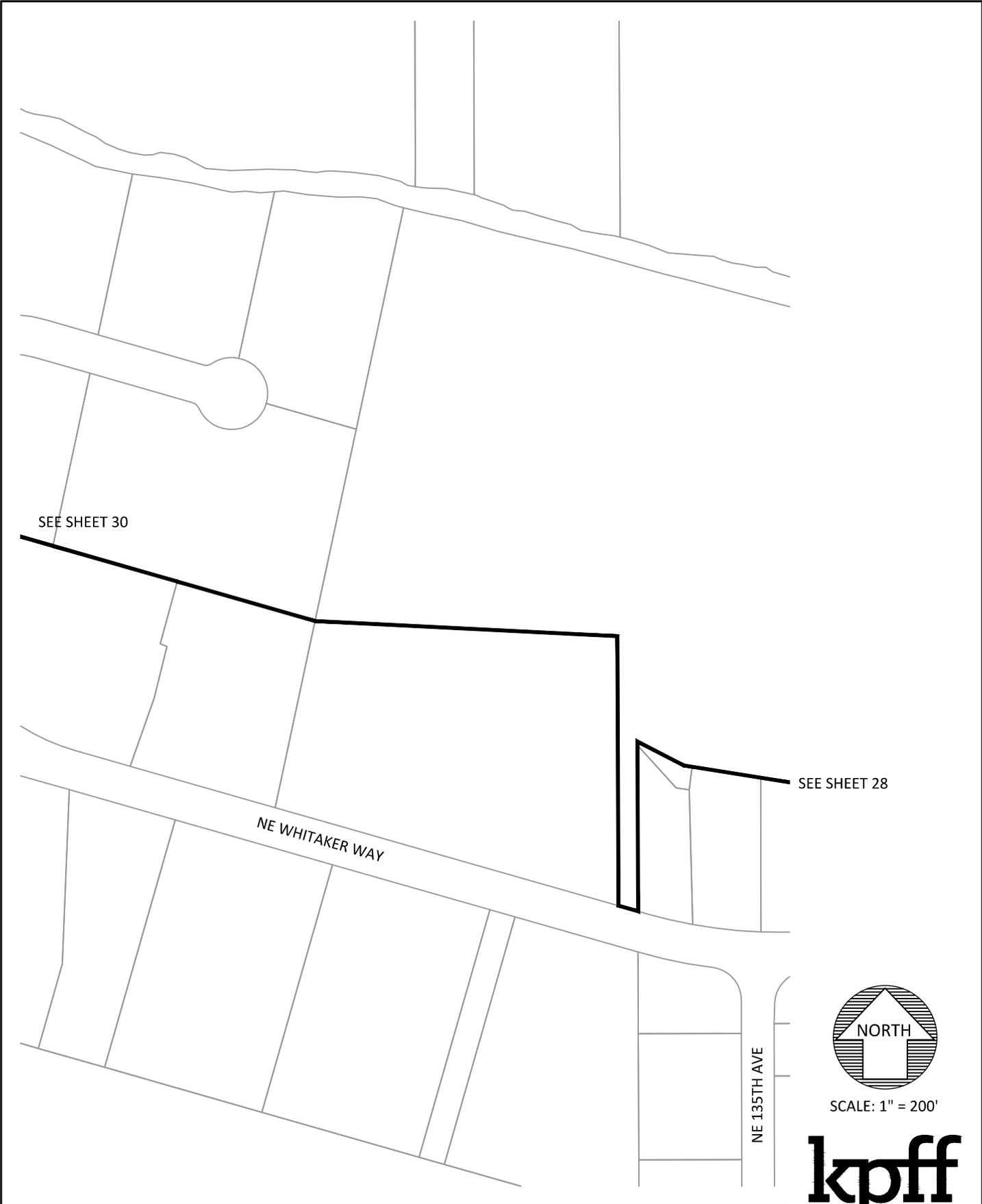


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	28/52



SCALE: 1" = 200'

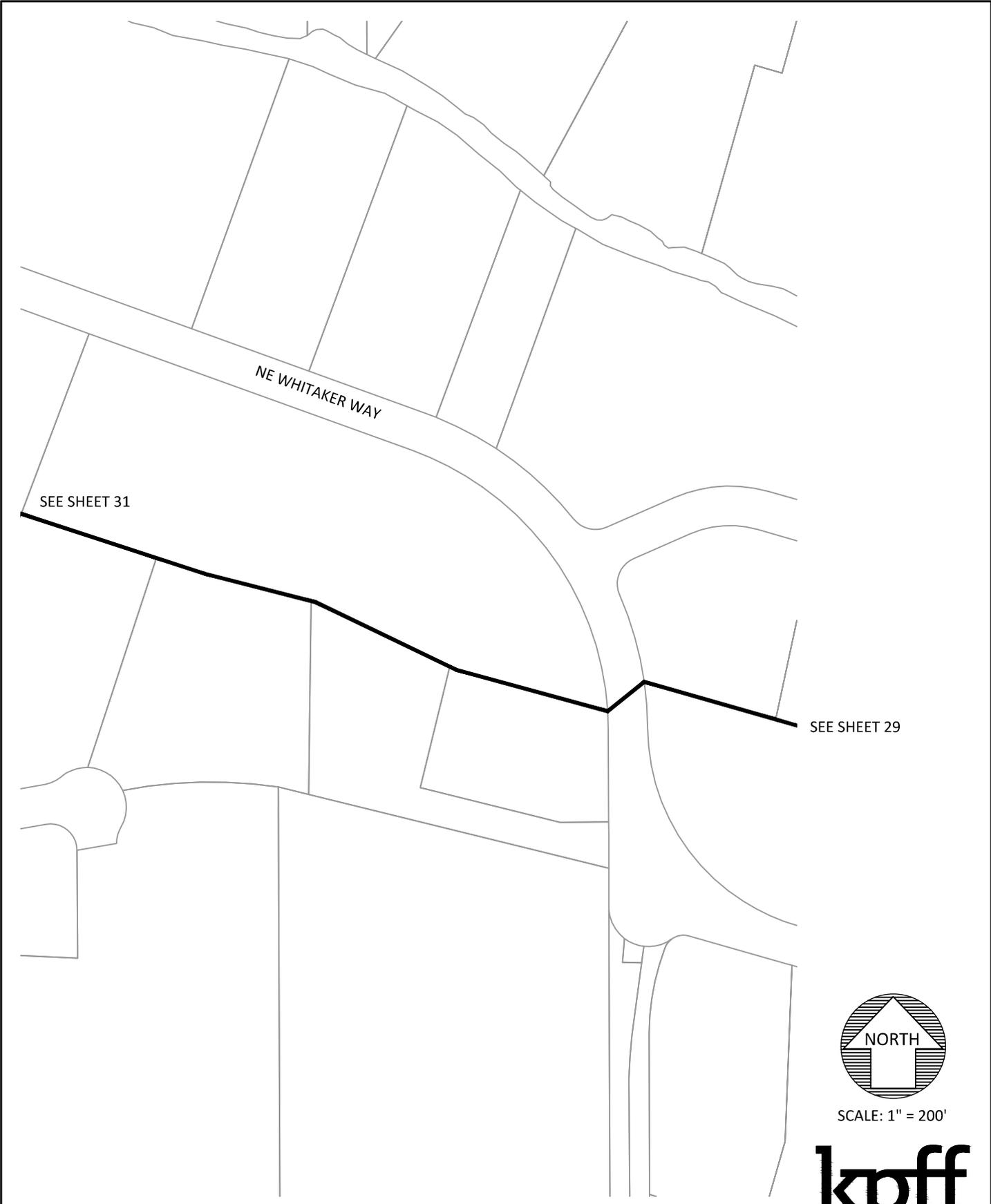


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	29/52



SCALE: 1" = 200'

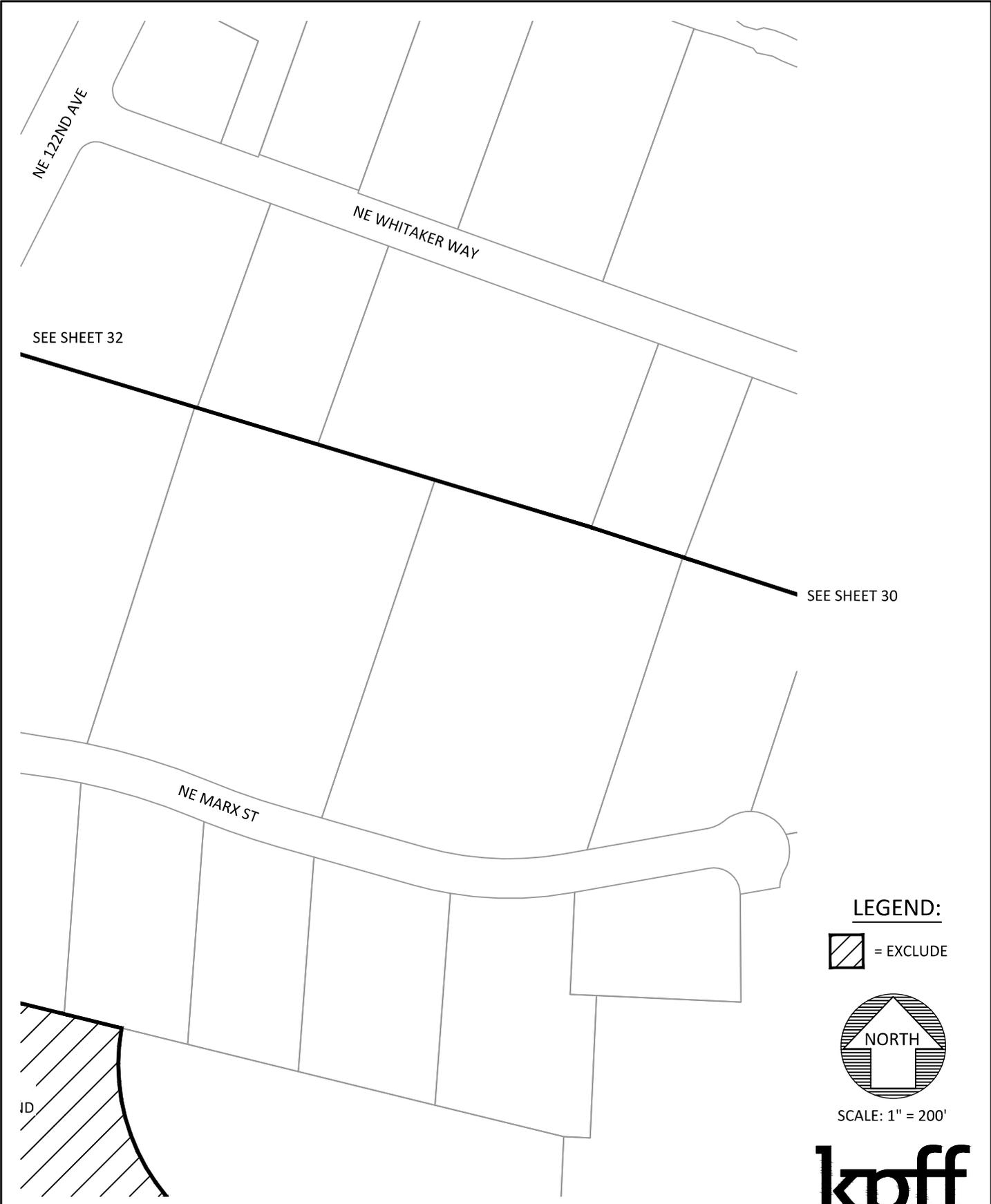


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	30/52



**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'

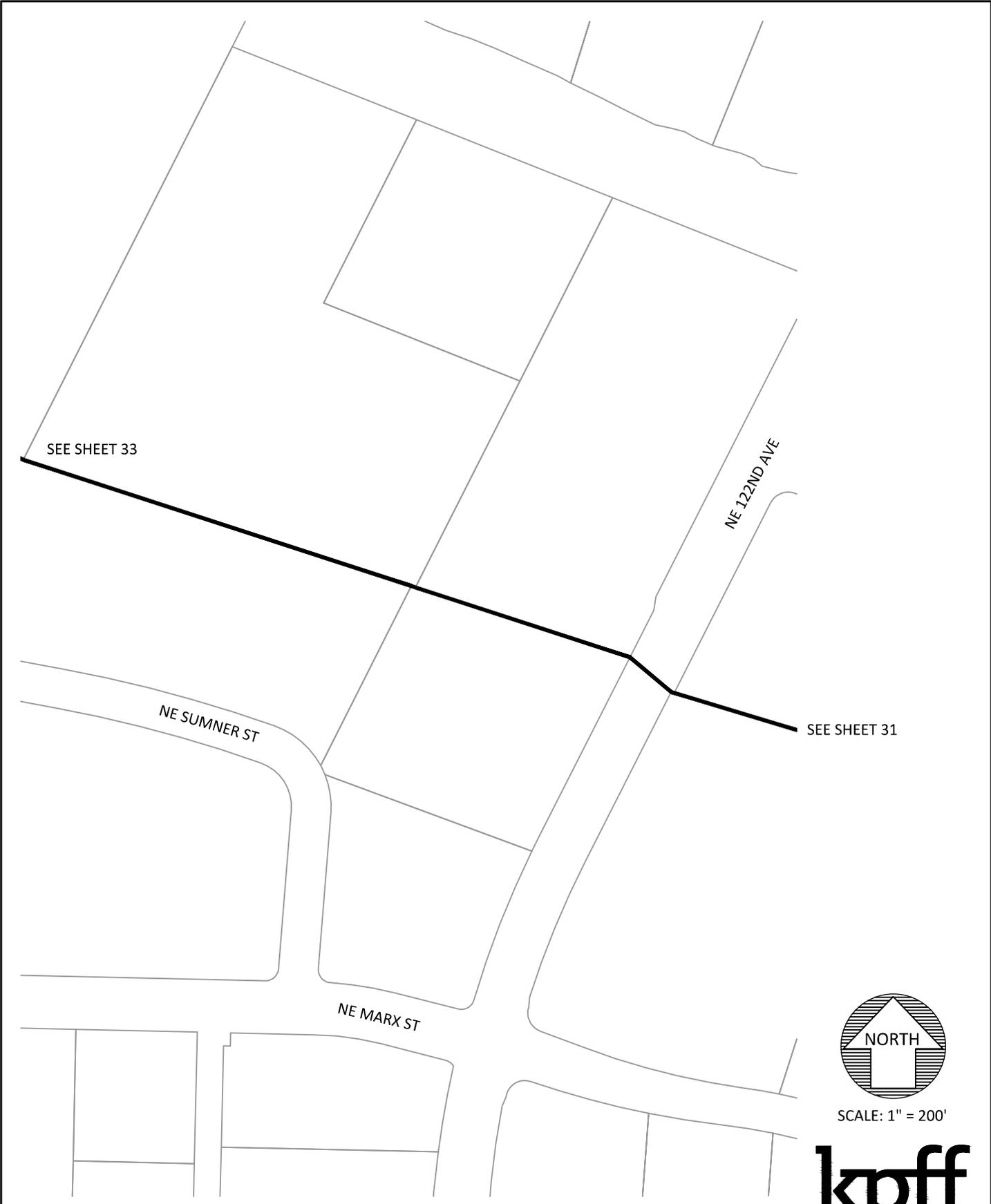


**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	31/52

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SEE SHEET 33

NE 122ND AVE

NE SUMNER ST

SEE SHEET 31

NE MARX ST



SCALE: 1" = 200'

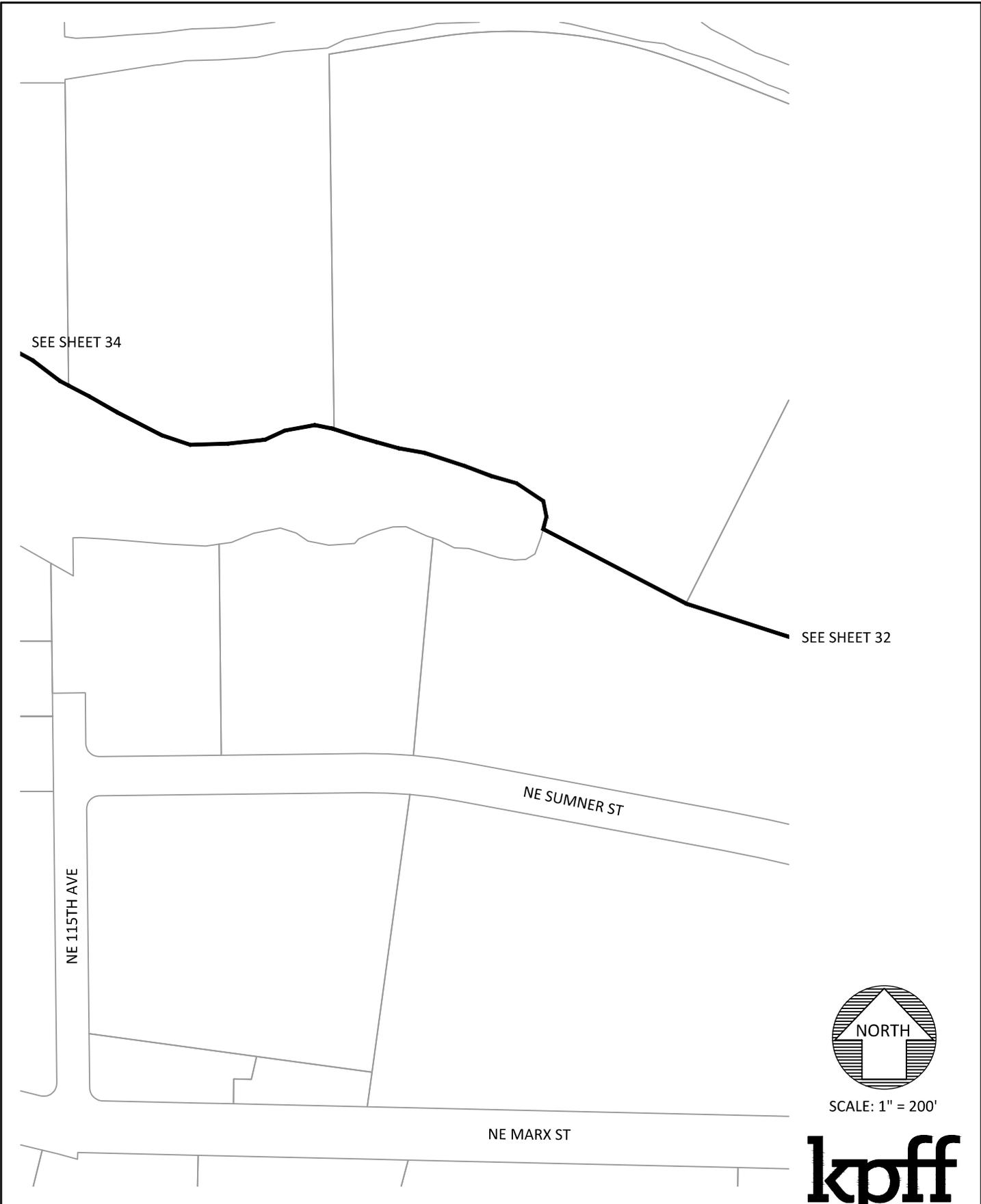


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	32/52



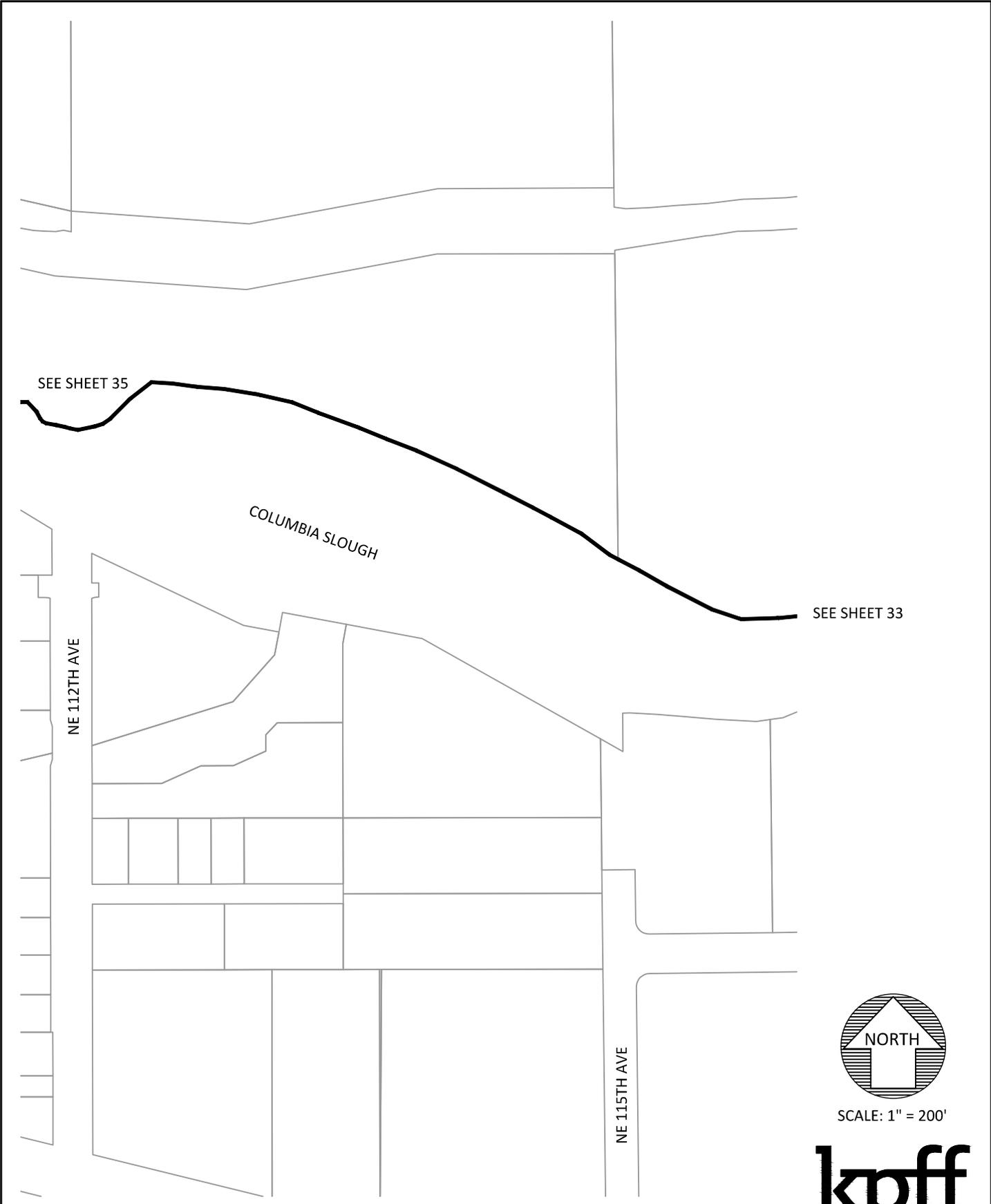
SCALE: 1" = 200'



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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**  
 CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	33/52



SCALE: 1" = 200'

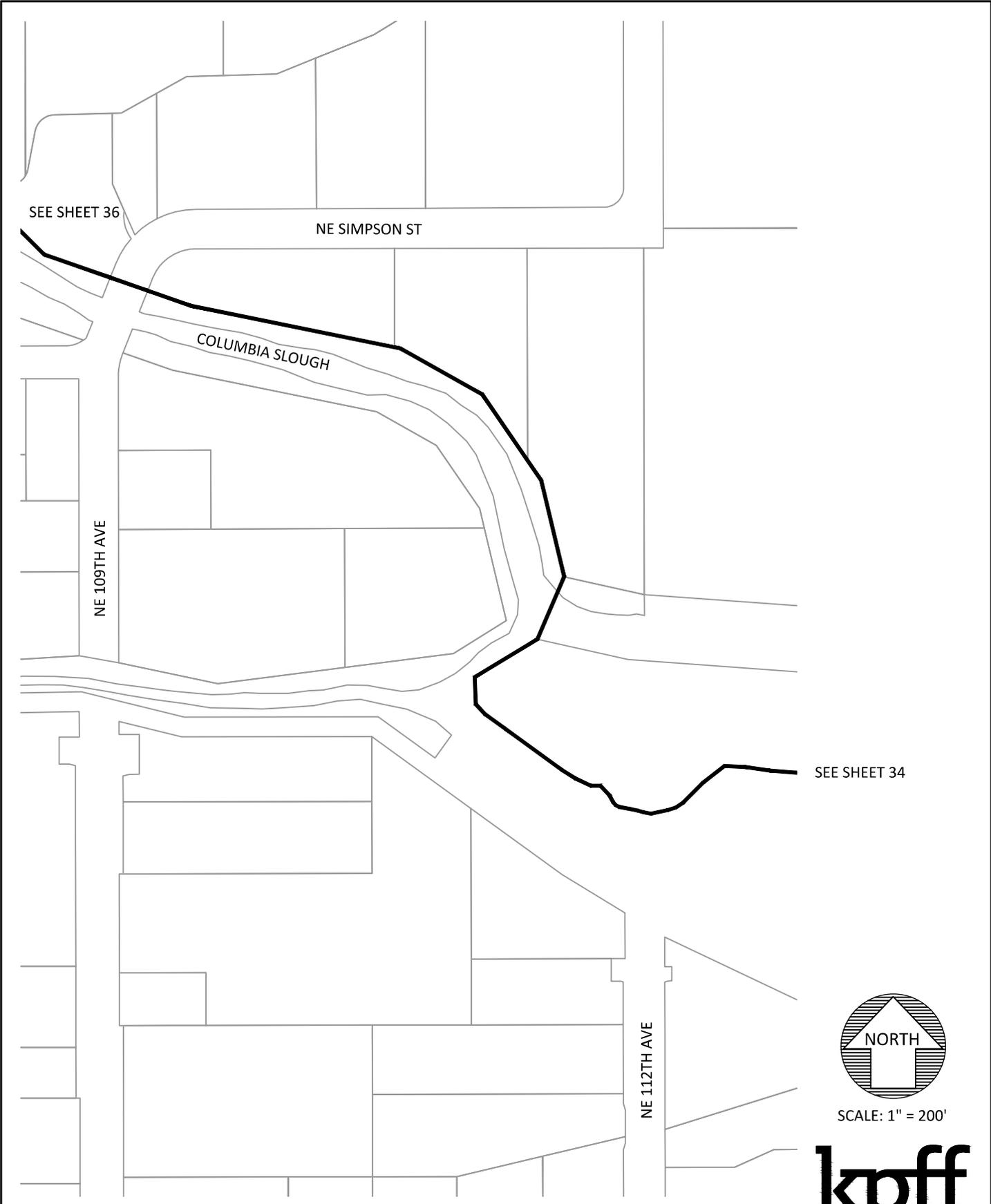


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	34/52



SCALE: 1" = 200'

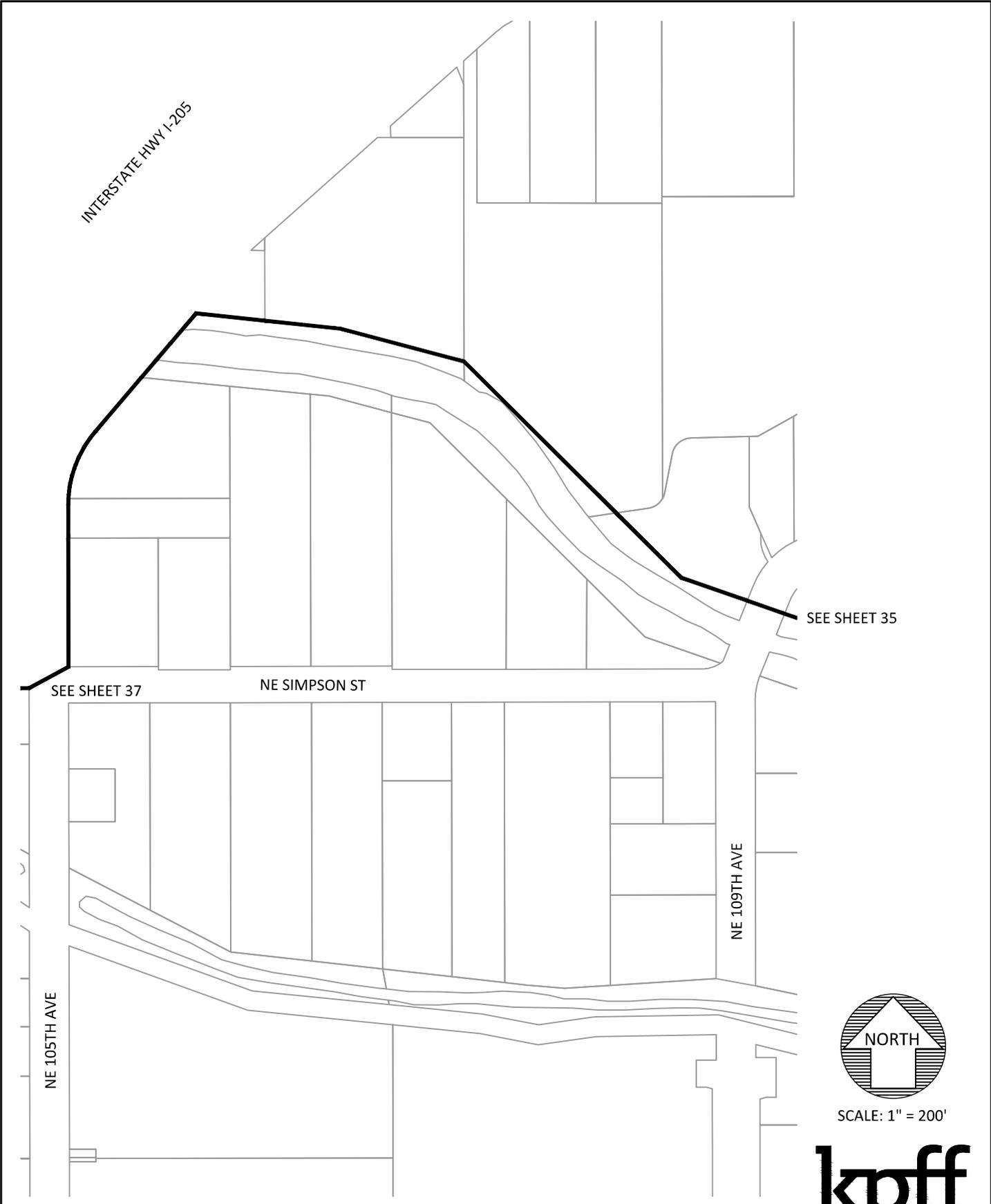


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	35/52



SCALE: 1" = 200'

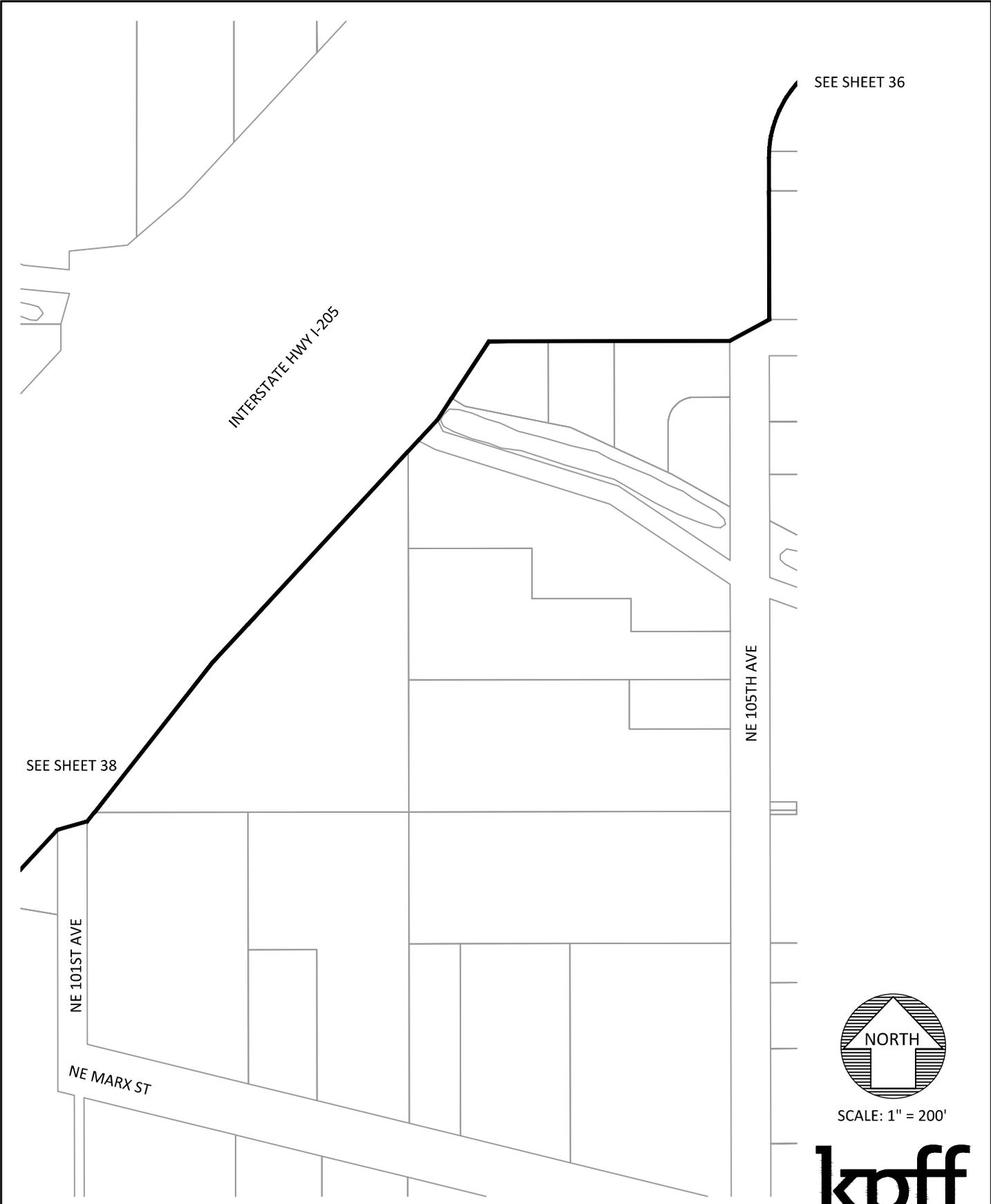


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	36/52



SEE SHEET 36

INTERSTATE HWY I-205

SEE SHEET 38

NE 101ST AVE

NE 105TH AVE

NE MARX ST



SCALE: 1" = 200'

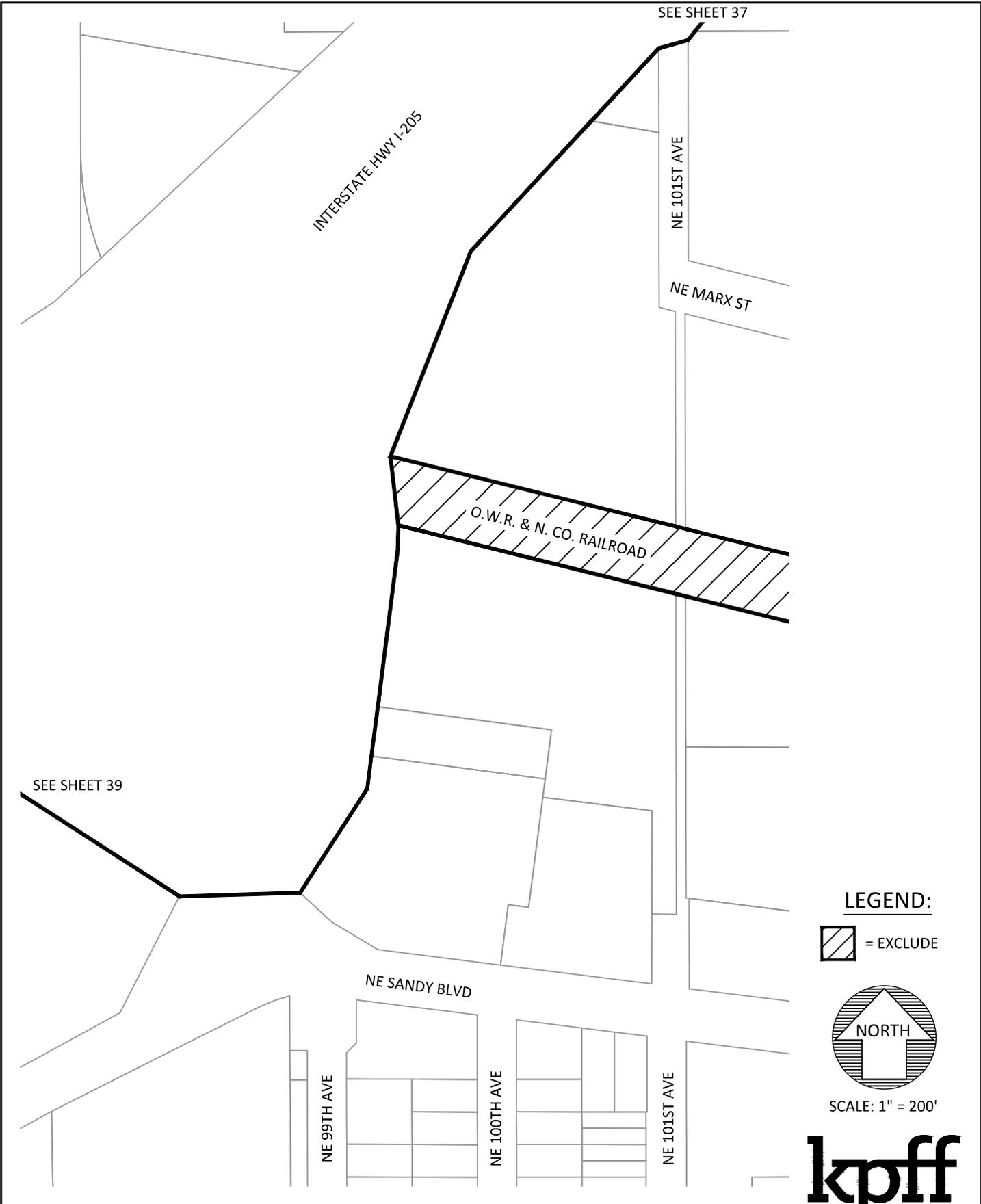


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	37/52



**LEGEND:**

 = EXCLUDE

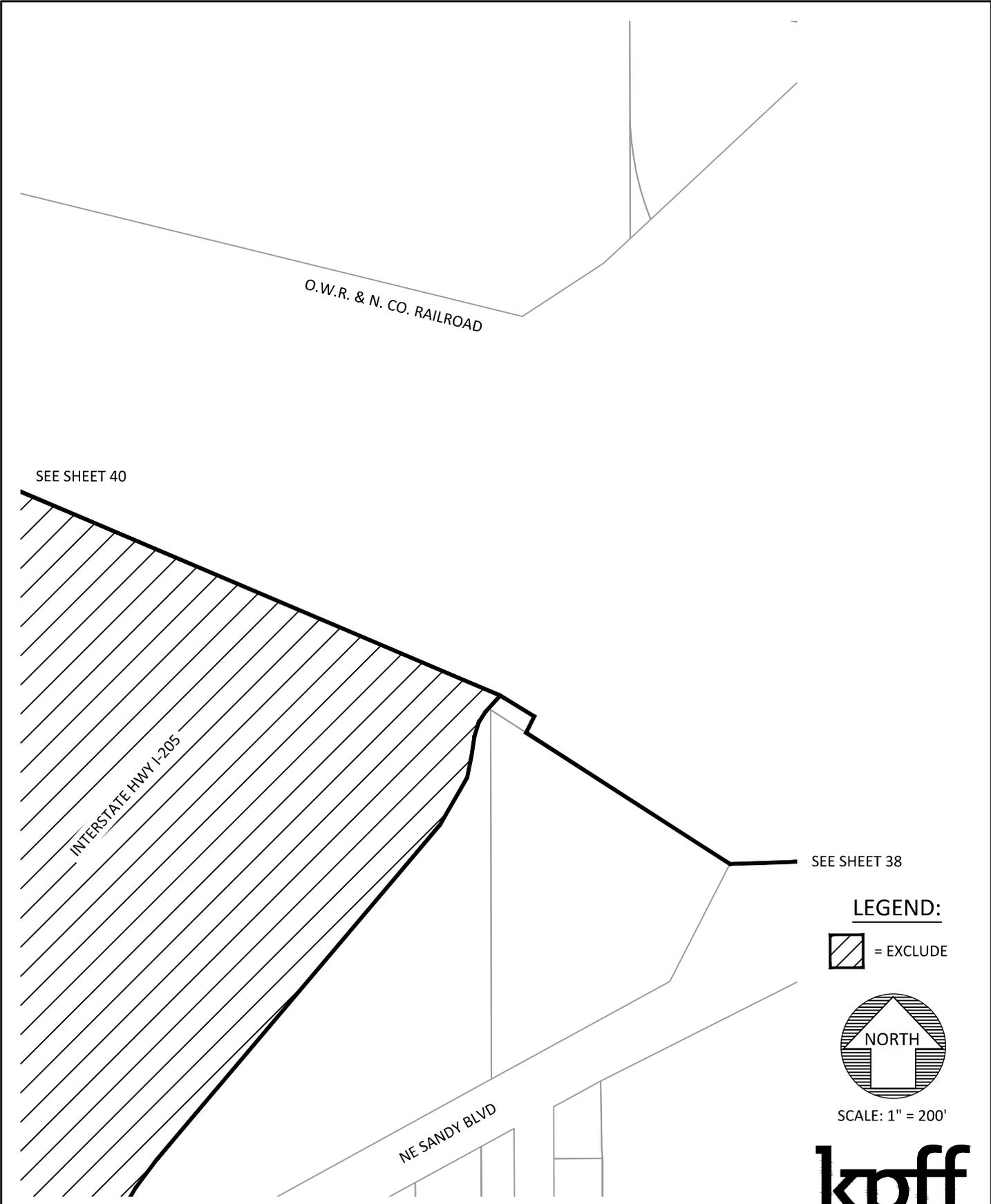


SCALE: 1" = 200'



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	38/52



**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'

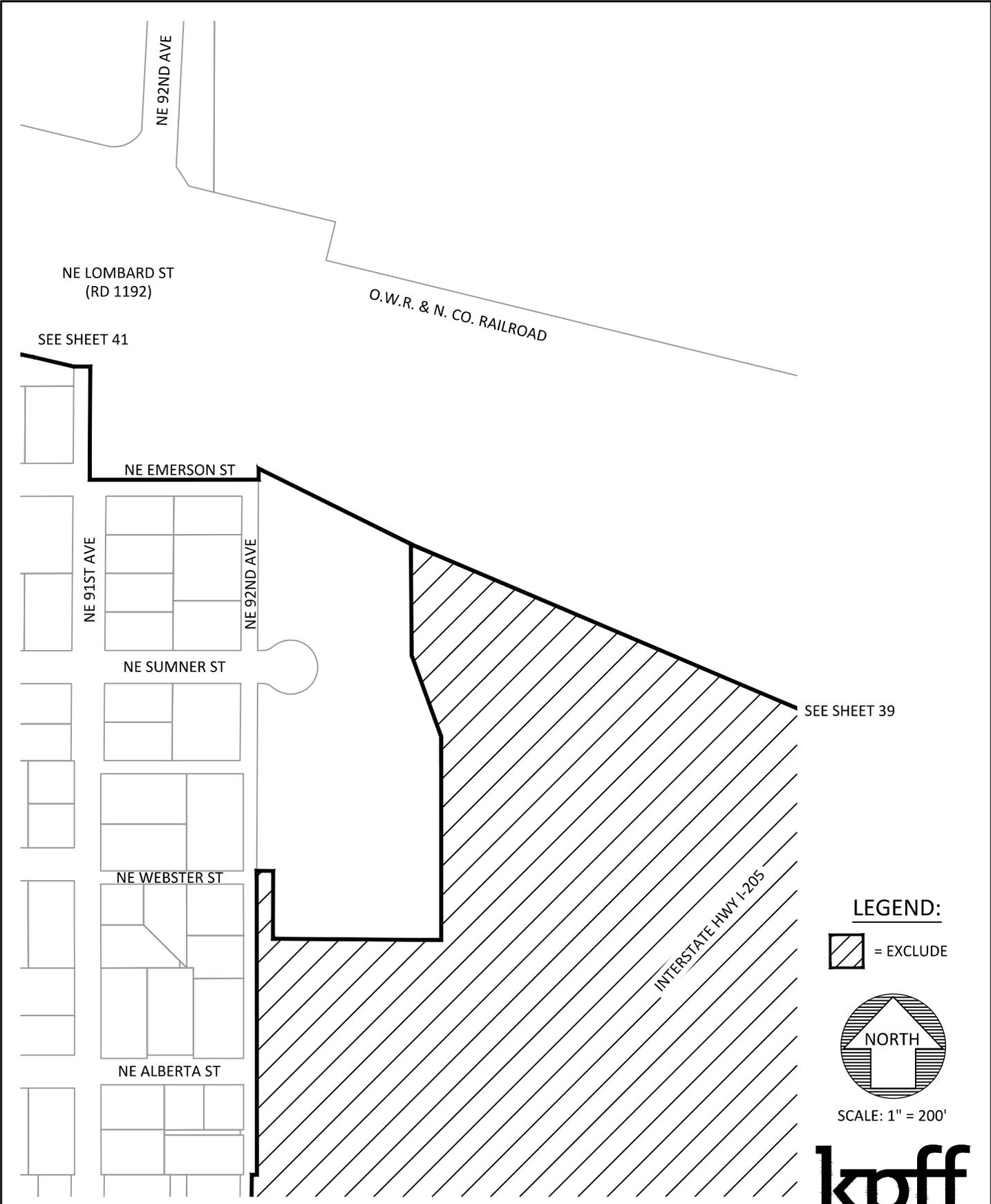


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	39/52



**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'



**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**  
 CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	40/52

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NE 87TH AVE

O.W.R. & N. CO. RAILROAD

NE LOMBARD ST  
(RD 1192)

SEE SHEET 42

NE 87TH AVE

NE 89TH AVE

SEE SHEET 40

NE EMERSON ST

NE SUMNER ST



SCALE: 1" = 200'

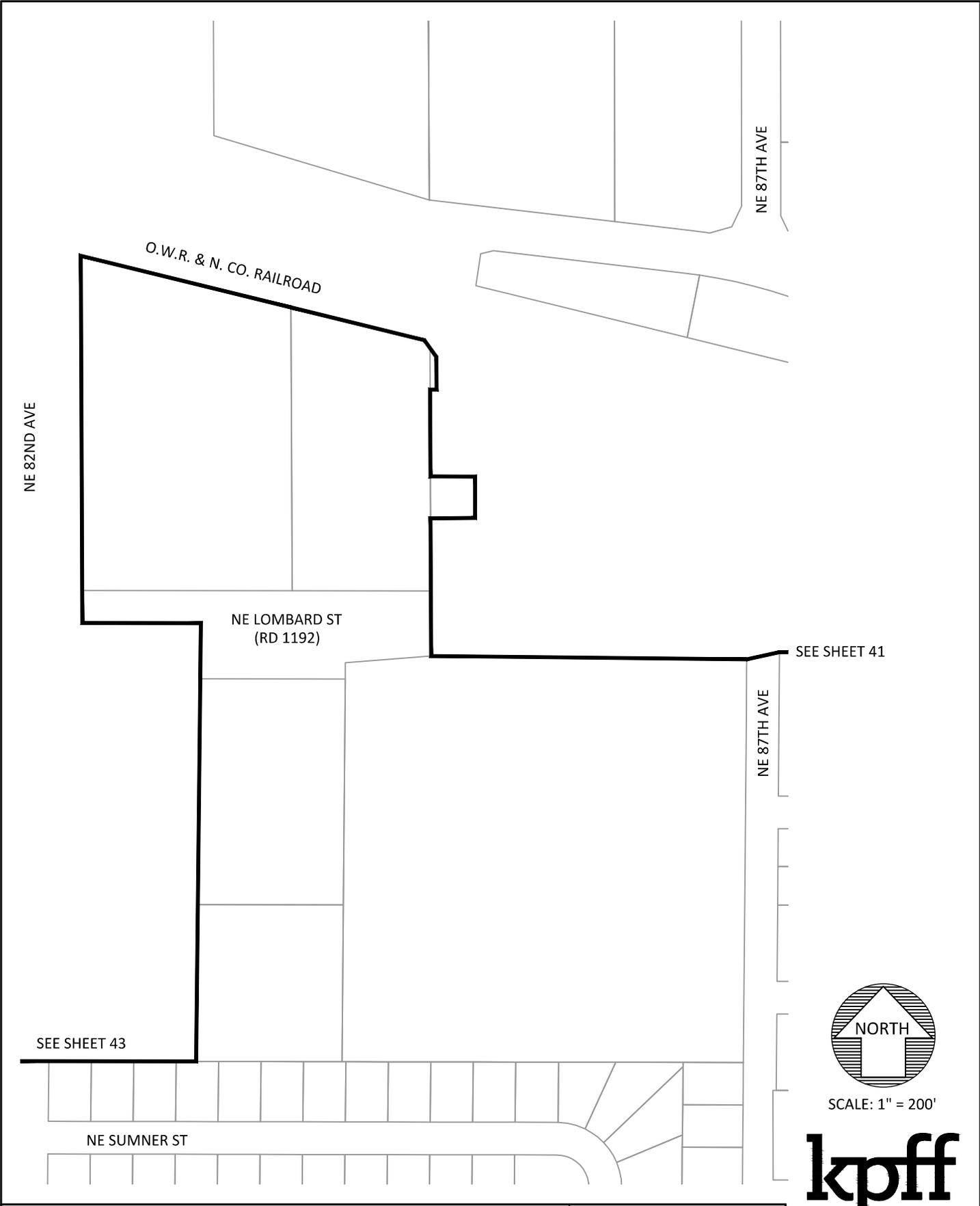


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EXHIBIT B MAP  
SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	41/52



SCALE: 1" = 200'



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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	42/52

SEE SHEET 42

NE 82ND AVE

NE SUMNER ST

NE WEBSTER ST

NE ALBERTA ST

NE ALBERTA ST

NE HUMBOLT ST

NE WYGANT ST

NE WYGANT ST

NE GOING ST

NE GOING PL

SEE SHEET 44



SCALE: 1" = 200'



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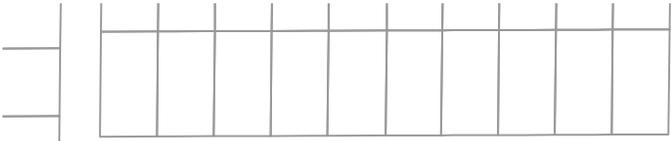
EXHIBIT B MAP

SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR

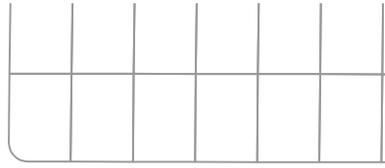
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	43/52

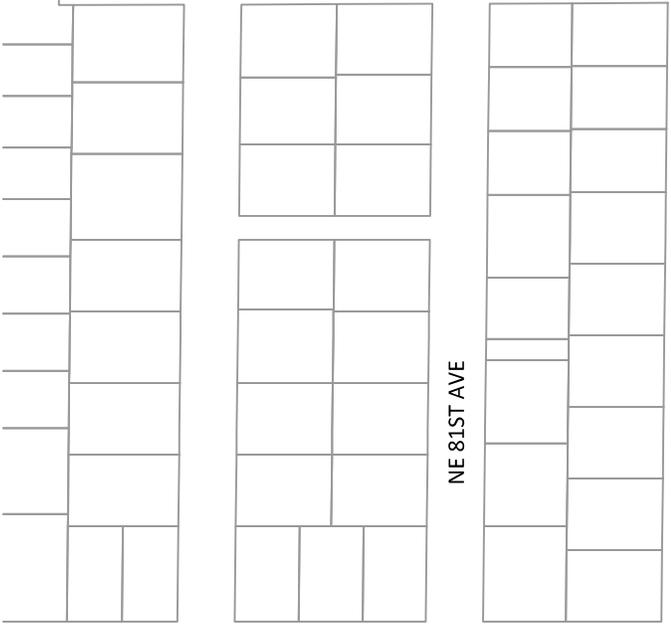
SEE SHEET 43



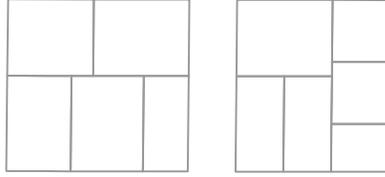
NE GOING ST



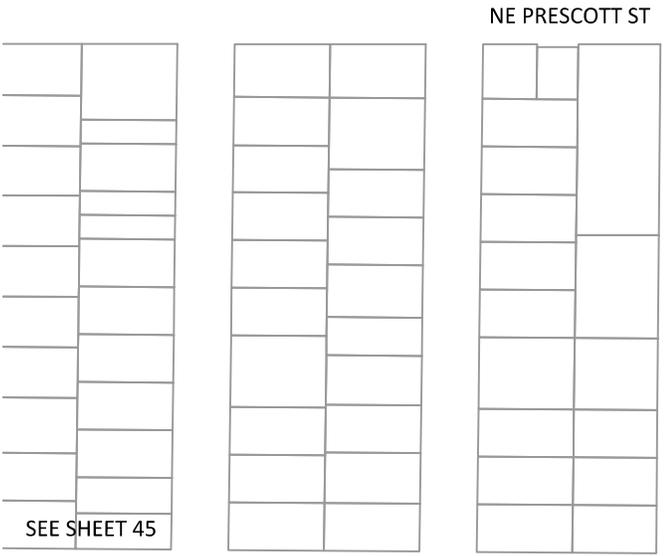
NE GOING PL



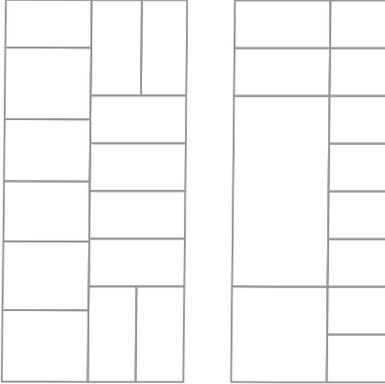
NE 81ST AVE



NE GOING ST



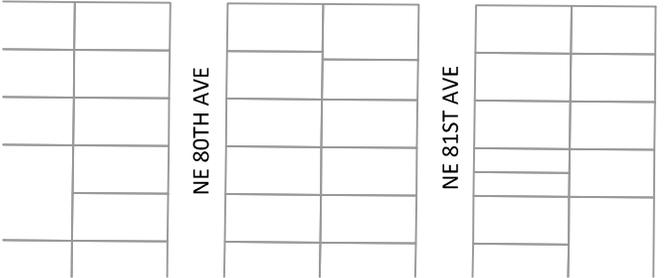
NE PRESCOTT ST



NE 82ND AVE

SEE SHEET 45

NE SKIDMORE ST



NE 80TH AVE

NE 81ST AVE



SCALE: 1" = 200'

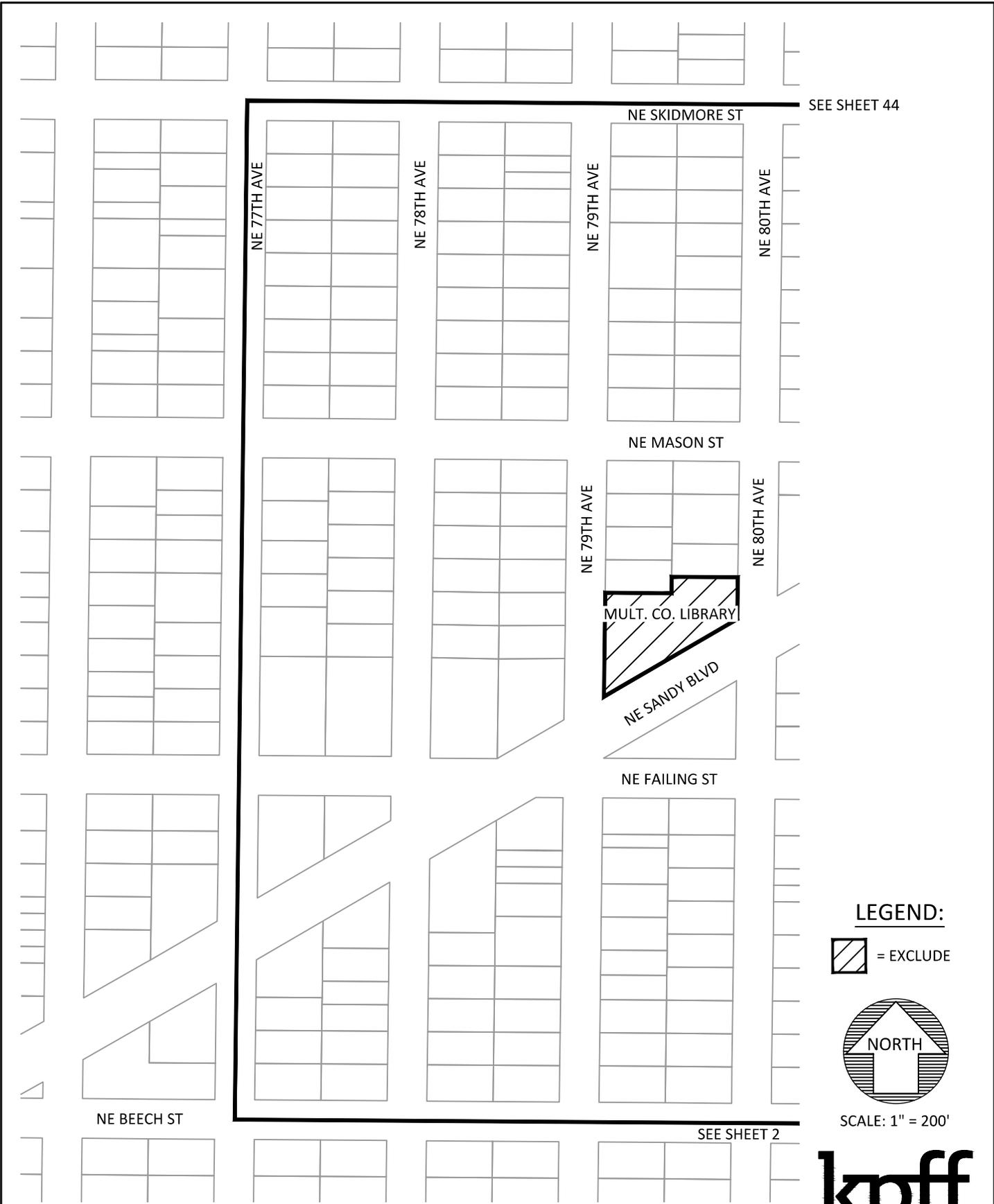


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EXHIBIT B MAP  
SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	44/52



SEE SHEET 44

**LEGEND:**

 = EXCLUDE



SCALE: 1" = 200'

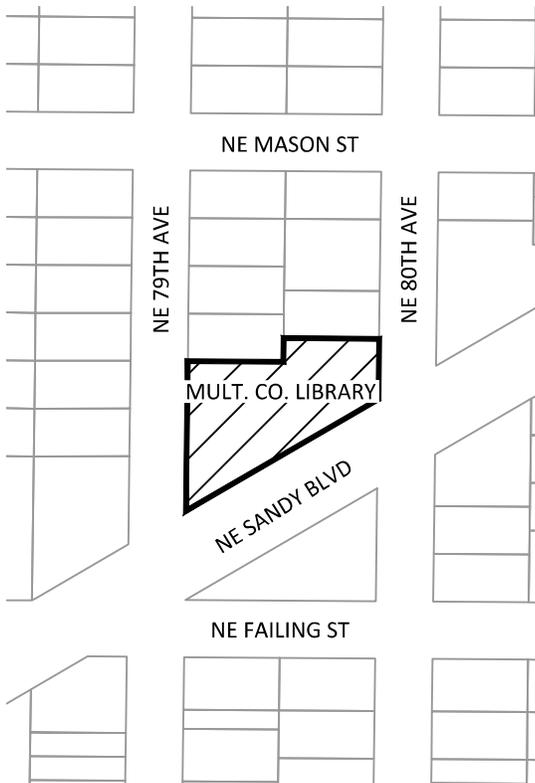
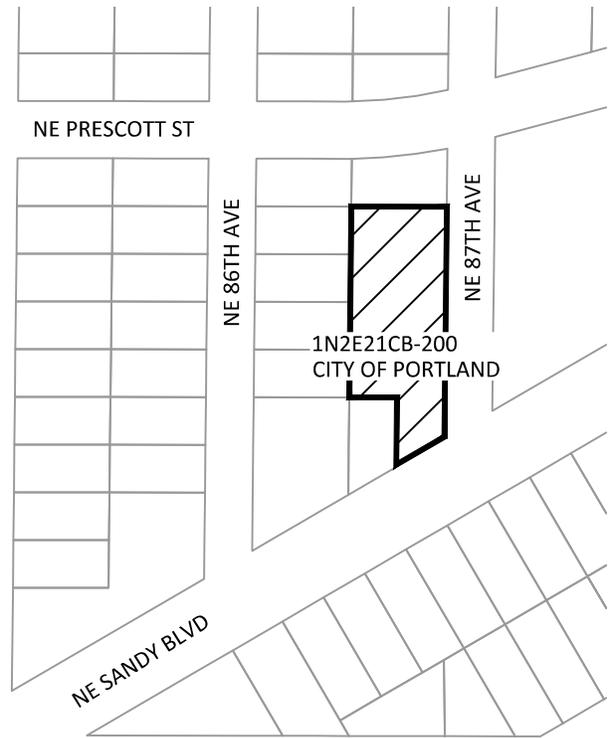


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**EXHIBIT B MAP  
 SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	45/52



SCALE: 1" = 200'

**LEGEND:**

 = EXCLUDE

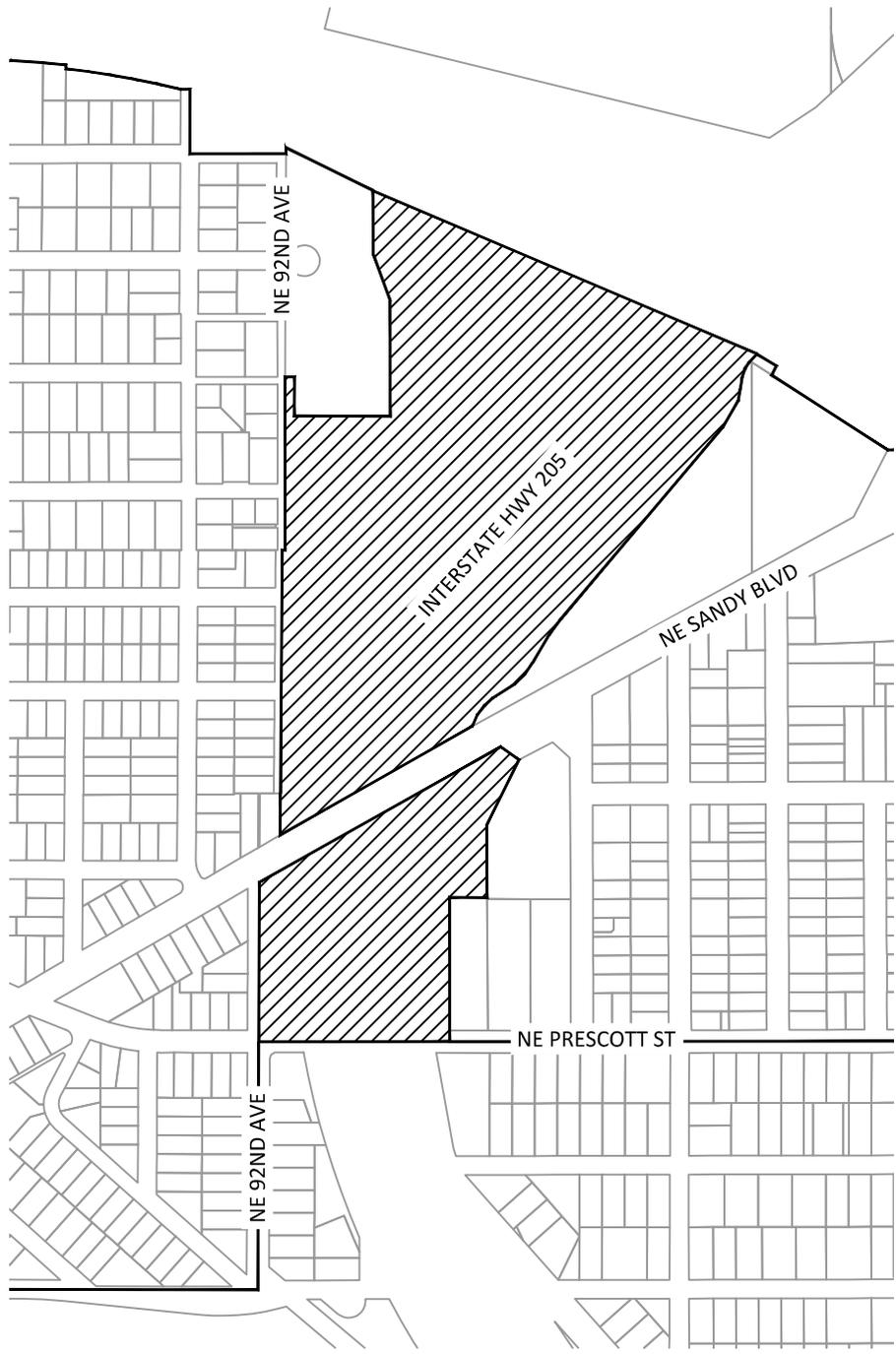


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	46/52



SCALE: 1" = 500'

**LEGEND:**

 = EXCLUDE



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**EXHIBIT B MAP  
 SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	47/52



SCALE: 1" = 200'

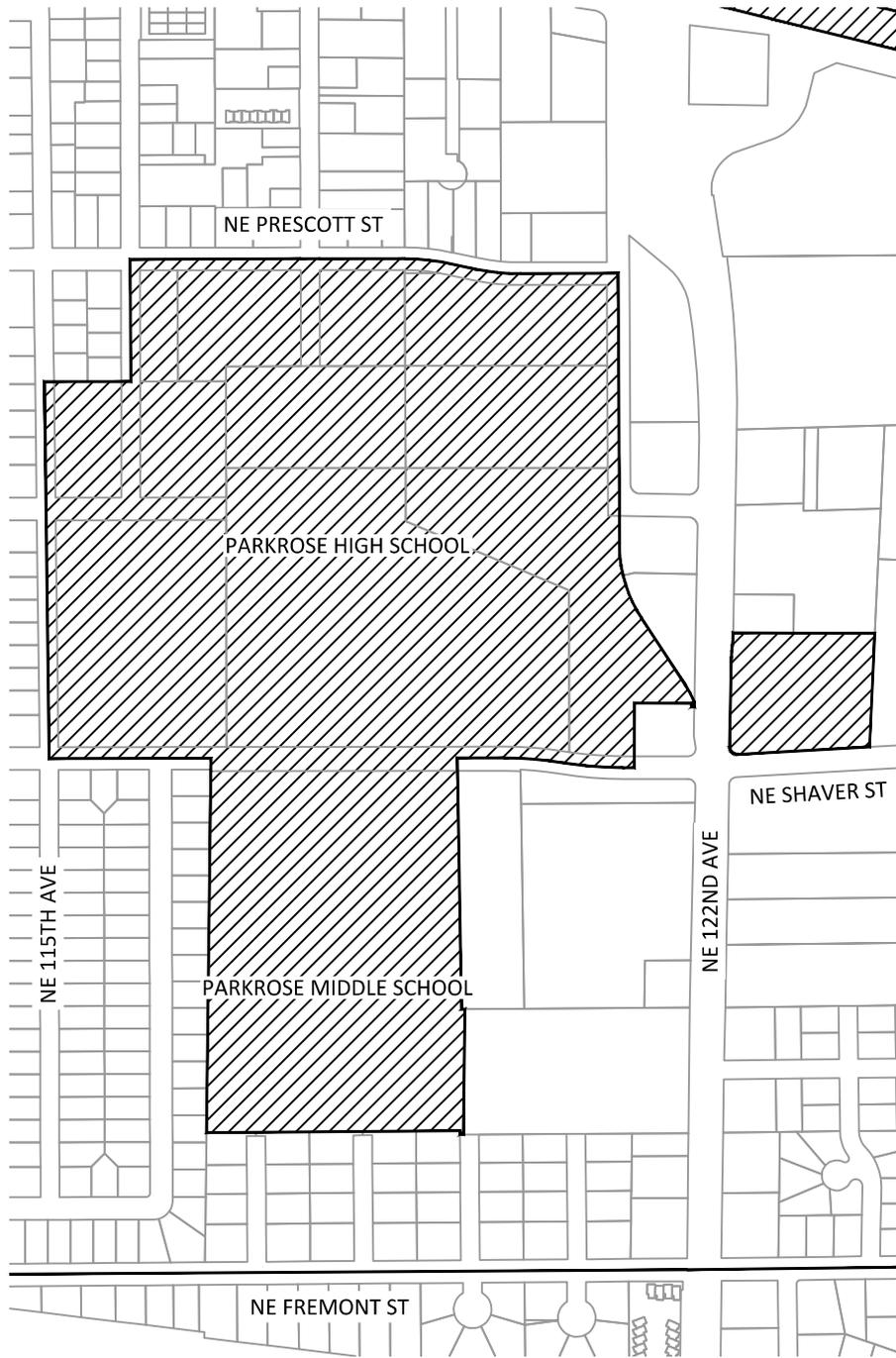
**LEGEND:**

 = EXCLUDE



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<b>EXHIBIT B MAP</b> <b>SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR</b>	DATE:	10/1/24
	DRAWN BY:	BDM
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	48/52



SCALE: 1" = 500'

**LEGEND:**

 = EXCLUDE

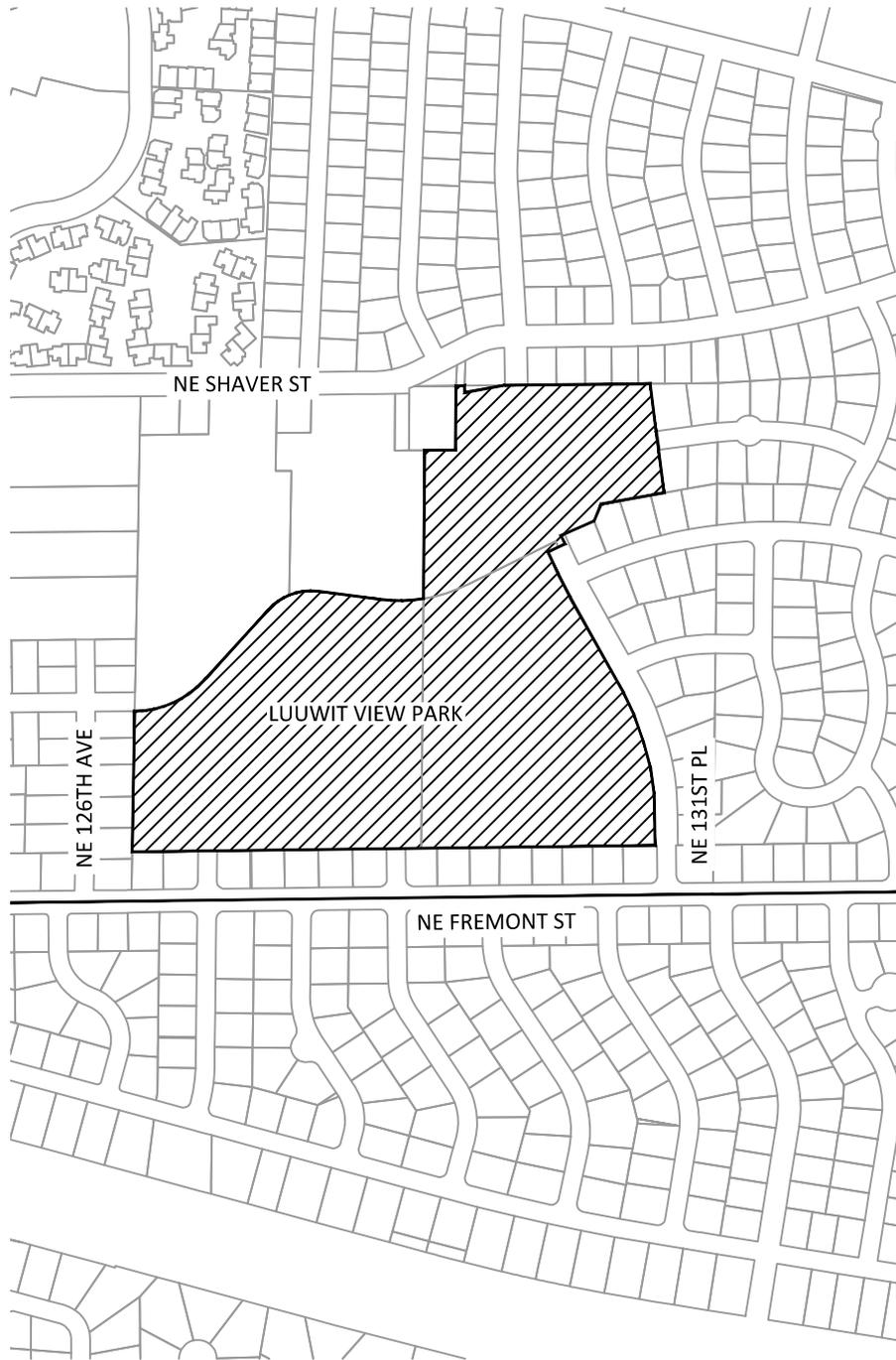


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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	49/52



SCALE: 1" = 500'

**LEGEND:**

 = EXCLUDE

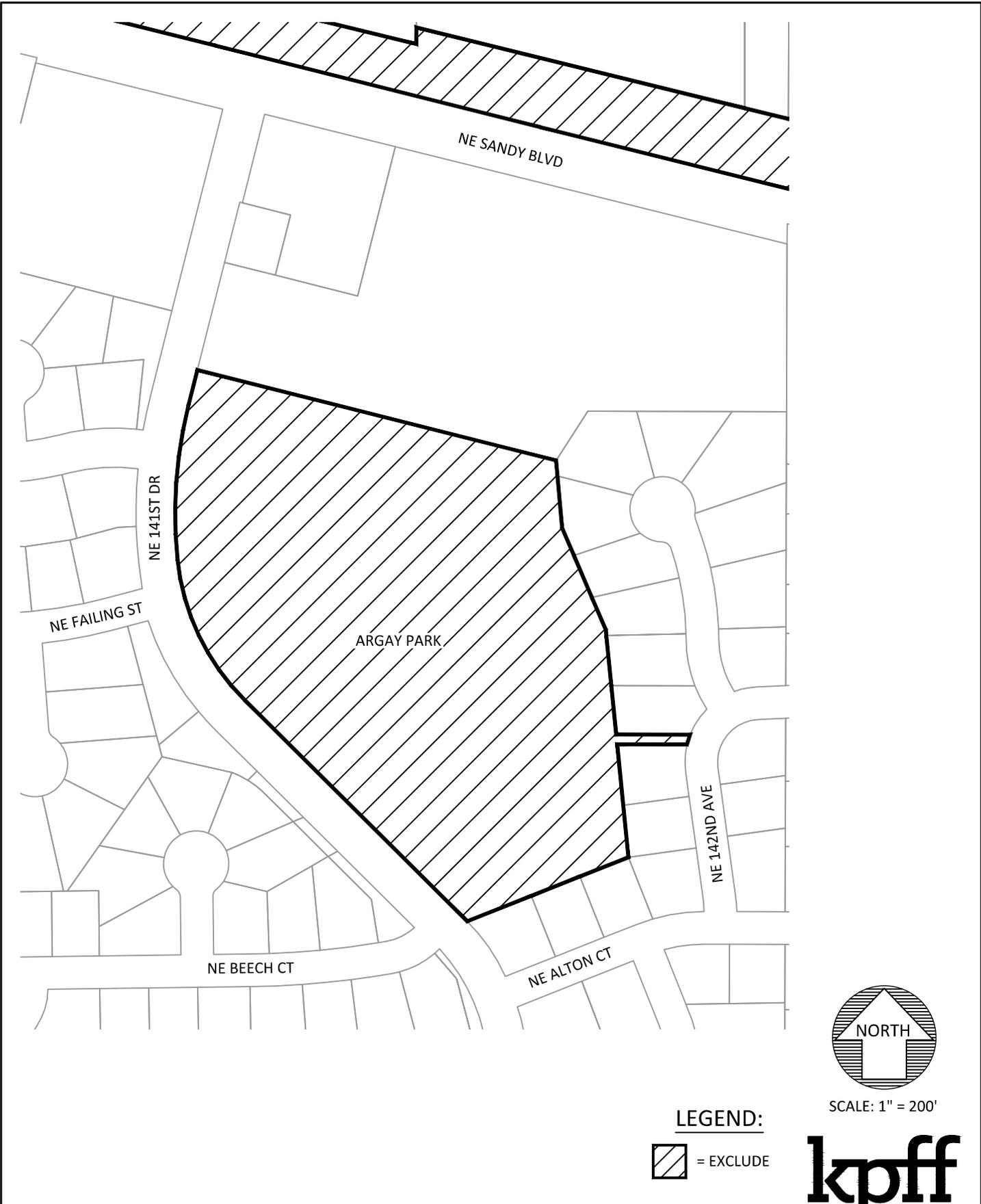


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[www.kpff.com](http://www.kpff.com)

**EXHIBIT B MAP  
 SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	50/52



SCALE: 1" = 200'

**LEGEND:**

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**EXHIBIT B MAP**  
**SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**  
 CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	51/52



SEE BELOW LEFT



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SCALE: 1" = 1,000'

**LEGEND:**

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**EXHIBIT B MAP  
 SUMNER-PARKROSE-ARGAY-COLUMBIA CORRIDOR**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	10/1/24
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	52/52

## Exhibit B: Public Engagement Summary

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

### Phase 1: Steering Committee Convening

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

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

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

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

Besides holding a larger conversation on vision and strategy, the Steering Committee was tasked with providing guidance in the overall East Portland TIF exploration process.

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

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

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

Feedback from this phase of engagement:

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

### Phase 2: Working Group Priorities

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

The Sumner-Parkrose-Argay-Columbia Corridor Working Group was comprised of 10 community with deep knowledge and connection to the exploration area including residents, employers, business owners, affordable housing advocates, a realtor, and representatives of neighborhood/business associations, school districts, cultural/community organizations and advocacy groups:

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

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

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

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

- *Joint Steering Committee / Working Group Meeting 1:* Context; Steering Committee and Working Groups Roles & Responsibilities; East Portland TIF Exploration Values, Vision, and Goals
- *Working Group Meeting 1:* Background & Context; Vision, Values, and Goals
- *Working Group Meeting 2:* Engagement
- *Working Group Meeting 3:* Boundaries
- *Working Group Meeting 4:* Boundaries
- *Working Group Meeting 5:* Governance Structure
- *Working Group Meeting 6:* Governance Structure
- *Working Group Meeting 7:* Project List
- *Joint Steering Committee / Working Group Meeting 2:* Community Engagement Update; EcoNorthwest TIF Performance Report and Discussion
- *Working Group Meeting 8:* Project List
- *Working Group Meeting 9:* Governance
- *Working Group Meeting 10:* Project List – Priorities and Percentages; Priority Communities
- *Joint Steering Committee / Working Group Meeting 3:* Process Update; Plan, Report and Governance Charter Orientation; Financial Impacts on Taxing Jurisdiction Partners; Engagement to Date; Public Comment
- *Working Group Meeting 11:* Review/Discuss Draft Plans, Address Outstanding Issues

- *Working Group Meeting 12: Review/Discuss Draft Plans, Address Outstanding Issues*
- *Working Group Meeting 13: Decision to Move Forward, Pause or Stop*

Feedback from this phase of engagement:

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

### Phase 3: Community Project Manager Engagement

There was a robust effort to engage the broader community in the TIF exploration process which included hiring a community project manager to facilitate engagement opportunities and be a resource for the community throughout this process. This phase of engagement occurred between January – July 2024.

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

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

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

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

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

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

#### Phase 4: Prosper Led Engagement

In addition to the work of the community project manager, Prosper staff facilitated a range of engagement activities including events, office hours, regular email updates to interested parties, 1:1 conversations with community members, and briefings to community organizations. This phase of engagement occurred between January – July 2024.

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

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

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

- Immigrant and Refugee Community Organization

Prosper additionally hosted two open house events. The first was held on May 6<sup>th</sup>, 2024, from 6 – 8 pm at Orchards of 82<sup>nd</sup> and the second open house was held on June 27<sup>th</sup>, 2024, from 5:30-7:30 PM at Rosewood Initiative. Both featured several activity stations to facilitate conversation and feedback with participants. Activity stations included opportunities to provide feedback on district scenarios, areas to be included or excluded for investment, ranking investment priorities by district, and open-ended comments.

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

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

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

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

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

Feedback from this phase of engagement:

- Overarching between districts:
  - Housing for families and aging populations

- Prioritize anti-displacement and stabilization strategies
- Support for investment in arts/culture/signage and infrastructure for more walkable and easily navigable neighborhoods
- District specific:
  - Requests for safety improvements along Sandy Blvd including crosswalks and lighting
  - Requests for multimodal infrastructure including improved bike access and multi-use paths
  - Requests for community center and indoor recreational opportunities
  - Requests to limit large polluting uses and for pollution mitigation around industrial areas
  - Requests for shelters, pantries, and day centers to support unhoused residents and other vulnerable populations
  - Requests for additional retail services, restaurants, and business opportunities, including support for home-based businesses and entrepreneurs

#### Phase 5: Review & Revision

Information gathered from the Steering Committee, Working Group, and Broader Community Engagement was utilized to draft the TIF district boundaries, plan and report which then went to the working groups to review and revise. Through the month of June 2024, staff wrote a draft TIF plan and report that was available online for working group members to review, discuss, and edit as necessary. Staff continued to be available as a resource to community members and working group members as needed.

#### Phase 6: Finalize Recommendations

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

In the 13<sup>th</sup> and final working group meeting on July 23<sup>rd</sup>, a formal vote was held to determine whether to move forward with the legislative process, request more time for exploration, or stop the process all together. Of nine working group members present, six voted to proceed, and three voted to request more time. The final Working Group member voted to proceed via email.

## Exhibit C: Governance Charter

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

#### **Creation and Purpose**

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

This Charter was created to ensure and institutionalize the representation, elevation and centering of Priority Community needs and voices over the life of the TIF Plan. Priority Communities refers to the intended beneficiaries of the Sumner-Parkrose-Argay-Columbia Corridor TIF District, which are people systemically vulnerable to exclusion from the Sumner-Parkrose-Argay-Columbia Corridor area due to gentrification and displacement, including African American and Black persons; Indigenous and Native American persons; persons of color; immigrants and refugees of any legal status; renters; mobile home residents; persons with disabilities; elders and youth; LGBTQIA+; low-income people; houseless people; and women.

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

#### **I. Roles and Responsibilities**

- a. Shared among the Committee, City Staff, Directors, City Council and Prosper Portland Board of Commissioners are commitments to:
  - i. Comply with this TIF District Plan
    1. Recommendations and decisions about the implementation of the Sumner-Parkrose-Argay-Columbia Corridor TIF District Plan will be guided by the Plan, with particular attention to Section III (Values, Vision and Goals) and Section IV (Plan Implementation).

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

2. Recommendations and decisions related to the Sumner-Parkrose-Argay-Columbia Corridor Area TIF District Plan will draw on community engagement that centers the voices and needs of area community members, particularly those representing Priority Communities, as defined in the TIF Plan.

ii. Respect Partnerships and Adhere to the Co-creation Process

1. The goal of the co-creation process is to produce recommendations, as outlined in Sections II(a) and II(b), that are supported in their entirety by the Committee, Prosper Portland, and PHB.
2. Through collaboration, transparent and proactive communication, community engagement, and technical support, the City and the Committee will develop public recommendations.
3. If full support of both the Committee and the City cannot be reached, recommendations will make clear which areas have joint support. Remaining areas will include both the Committee's and the City's recommendations.
4. The Committee and the City will jointly present their recommendation(s), including alternate versions of any sections that could not be agreed on, to the relevant decision-maker(s), as identified in Section II.
5. If for any reason the Committee is not able to provide recommendations, the work of the City to implement the TIF Plan may still proceed, in line with the TIF Plan and any sections of this Charter that are still able to be implemented.

- b. Community Leadership Committee: Members are responsible for complying with laws and regulations applicable to the Committee as a public body, such as city and state ethics codes, conflict of interest rules, and public meeting and record laws.

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

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

City Administrator or a designee will support the co-creation process by ensuring adequate staffing, subject to appropriations, and by providing guidance on recommendations and alignment with citywide affordable housing and economic

development policies, together with any political opportunities and challenges, as needed. The City Administrator, or a designee, will consider co-created recommendations and will provide an explanation, in writing, within 30 days to the Committee if their final decision differs from the recommendation.

## II. Scope of Work and Processes

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

i. Action Plans and Action Plan Amendments: Approximately every five years, an Action Plan will be presented to City Council to select the Program Offerings that are expected to be implemented over the subsequent five years.

1. Through the co-creation process, the Committee and the City Staff will collaborate to create a recommended Action Plan, which will be a public document presented to the City Council.
2. Portland City Council makes the final decision to adopt and amend Action Plans, after receiving for consideration the recommendation(s) of the Committee and City staff together with any public testimony.
3. This same process will be used to consider amendments to an existing Action Plan.

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

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

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

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

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

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

### **III. Committee Membership, Appointments, and Terms**

#### **a. Membership**

- i. The Committee will consist of thirteen (13) positions and will not convene if fewer than seven (7) positions are filled.
- ii. All Committee members must either live, work, worship, have children enrolled in school, or have been displaced from within the Sumner-Parkrose-Argay-Columbia Corridor TIF District boundaries.
- iii. All committee members will represent the interests of community members vulnerable to displacement within the Sumner-Parkrose-Argay-Columbia Corridor TIF District boundaries, rather than their own personal or organizational interests.
- iv. The Committee's composition should reflect the socio-economic, gender, racial, ethnic, cultural, and geographic diversity of the Sumner-Parkrose-Argay-Columbia Corridor community, and specific effort should be made by the agencies, community partners, and CLC members once formed to attract and retain Priority Community members, such as financial support, targeted engagement, interpretation and translation.
- v. Committee members should have a range of experience and knowledge to inform implementation of the TIF Plan, drawing from life experiences, community connections and leadership, education, and professional experience. The committee makeup will limit any singular perspective (e.g., resident (homeowner or renter), community-based organization or nonprofits, and private business) to no greater than 30% of the total membership.
- vi. One seat shall be designated for a resident representative (renter or homeowner) of each of the following:
  - 1. Sumner neighborhood
  - 2. Parkrose neighborhood
  - 3. Argay Terrace neighborhood
- vii. Designated seats are not required to be filled to consider quorum or conduct business. Designated seats should be filled in a timely manner and vacancies should be filled within 3 months.

b. Appointments

- i. Creating the inaugural committee:
  - 1. The City will announce an opportunity for community members to apply for membership on the Committee, in alignment with the City's Advisory Body Program rules.
  - 2. The Board will nominate, or delegate to the Executive Director of Prosper Portland the ability to nominate, seven (7) Committee members for initial

3-year terms. The City Administrator's office will nominate six (6) Committee members for initial 2-year terms. City Council will confirm Committee members.

ii. Filling vacancies:

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

c. Removals:

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

d. Terms

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

**IV. Resourcing**

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

needed and other guidance, but the responsibility for conducting the engagement remains with Prosper Portland, PHB and other City staff.

## **V. Staffing**

All staffing commitments are subject to appropriations.

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

## **VI. Operating Procedures**

- a. Up to and including the creation of the first Action Plan, the Committee will plan to meet at least monthly. After the initial Action Plan is adopted by City Council, the Committee will plan to meet at least once every 3 months on a regular date established by the Committee and the City. Additional meetings may also be scheduled as determined by the Committee Co-Chairs and the City. The Committee Co-Chairs, in partnership with City staff, will develop meeting agendas in consultation with other Committee members.
- b. One-half of the total number of Committee positions (thirteen), plus one person, will constitute a quorum (seven) of the Committee.
- c. The Committee will elect two Co-Chairs.
- d. The Committee may at any time establish standing or temporary subcommittees of at least three (3) Committee members to address specific issues. Subcommittee members are responsible for complying with laws and regulations applicable to the Subcommittee as a public body.
- e. The Committee shall adopt, and may subsequently amend or update, by-laws to govern its procedures, which must not conflict with any portion of this Charter, and which are subject to the prior review and approval of the Mayor, with approval as to legal sufficiency by the City Attorney.
  - i. The Office of Civic Life provides a standardized by-laws template that includes, among other things, specifications concerning selection and tenure of subcommittee chairs, division of responsibilities, attendance policies, meeting schedules, as well as communications between the Committee and the City, the media, and the general public.

## **VII. Accountability**

- a.** If the Committee determines that City staff is not working in co-creation or in alignment with the Sumner-Parkrose-Argay-Columbia Corridor TIF Plan Vision, Values, and Goals, it has the responsibility to elevate this concern to the Directors for resolution. If the Committee determines the Directors are not working in co-creation, the Committee may elevate this concern to the Mayor.
- b.** If the City determines the Committee is not working in co-creation or in alignment with the Sumner-Parkrose-Argay-Columbia Corridor TIF Plan Vision, Values, and Goals, the Directors may elevate this concern to the Committee co-chairs. If the Directors determine the co-chairs are not working in co-creation, the Directors may elevate this concern to the Mayor.
- c.** Each year, the Committee should prepare and submit to the Council a report summarizing the Committee's perspective, concerns, and recommendations on the co-creation process and implementation of the Sumner-Parkrose-Argay-Columbia Corridor TIF District during the previous year, providing its assessment of how the co-creation framework is working, how it could be improved or strengthened, and if the TIF District should be terminated. The Committee may receive assistance from and provide guidance to non-City support staff in preparation of the report. The Committee should present its report to the Council in a regular meeting or work session.
- d.** Prosper Portland, Portland Housing Bureau, and other City bureaus or partners will work to implement the Action Plans in good faith and staff will report to the Community Leadership Committee annually on the spend-down of the status of TIF investments, with a shared goal of placing maximum direct investment of TIF resources in the community (relative to administrative overhead) and maximizing benefit to the Sumner-Parkrose-Argay-Columbia Corridor community.

## **VIII. Amendments to this Charter**

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

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

**October 1, 2024**

TABLE OF CONTENTS

INTRODUCTION ..... 2

SECTION 1 – PROPOSED TIF DISTRICT AREA REPORT ..... 2

    Section 1.1 –Area Selected for the TIF District ..... 2

    Section 1.2 – Investment Need ..... 6

    Section 1.3 – Existing Conditions ..... 9

SECTION 2 – PROPOSED PROJECTS REPORT ..... 10

    Section 2.1 – Proposed Projects and Impacts..... 10

    Section 2.2 – Cost and Completion Dates ..... 15

SECTION 3 – FINANCIAL REPORT ..... 17

    Section 3.1 - Maximum Indebtedness and Debt Retirement ..... 17

    Section 3.2 – Financial Analysis..... 17

    Section 3.3 – Fiscal Impact Statement ..... 25

    Section 3.4 – Assessed Value and Acreage Analysis ..... 32

SECTION 4 – RELOCATION REPORT ..... 33

Attachment A. Existing Conditions Report ..... 34

## INTRODUCTION

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

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

## SECTION 1 – PROPOSED TIF DISTRICT AREA REPORT

### Section 1.1 –Area Selected for the TIF District

Defining the TIF District boundary provides the ability to fund projects necessary to improve existing conditions for the community and address identified investment needs within specific areas. This section specifies the area recommended for the Sumner-Parkrose-Argay-Columbia Corridor TIF District and discusses the reasons for their inclusion. These areas were selected due to physical, social, and economic conditions as described in Attachment A<sup>2</sup> and their direct relationship to the investment needs detailed in Section 1.2.

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

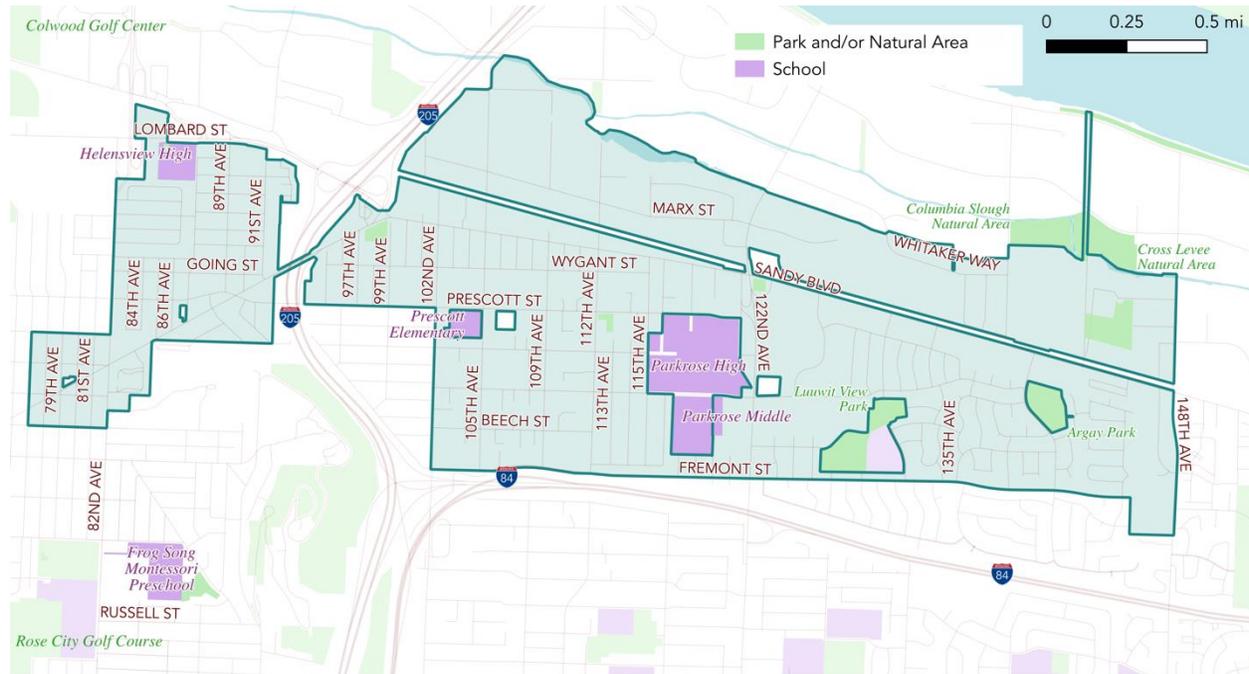
The final TIF District boundary encompasses the Sumner, Parkrose, and Argay Terrace neighborhoods, as well as industrial lands within the Columbia Employment Corridor between NE Sandy Boulevard and the Columbia Slough. **Error! Reference source not found.** shows the areas included within the TIF District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

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

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

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



**Rationale for the TIF District Boundary**

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

that transition the built environment to better meet the needs of neighborhood-serving commercial uses will help stabilize local businesses and advance employment and entrepreneurship goals for the community. *[ORS 457.010(a)(b)(h)]*

- **Alignment with mixed-use and multi-dwelling zoning:** The boundary aligns with areas for mixed-use and multi-dwelling zoning to support the development of housing that meets the community's needs, especially affordable housing and units that can accommodate families and multigenerational households. This approach ensures that housing investments are made where they are most needed, enhancing the livability of the corridor. Including manufactured home parks supports the goal of providing stable, affordable housing options and preventing displacement. *[ORS 457.010(a)(b)(h)]*

### **Parkrose**

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

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

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

### **Argay Terrace**

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

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

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

### **Sumner and Roseway**

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

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

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

### **Columbia Corridor Employment Area**

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

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

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

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

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

### Section 1.2 – Investment Need

This section presents the required findings to legally support the designation of the TIF District. The findings address the factors specified in the definition of “blighted areas” under ORS 457.010(1), which describes a blighted area as any region “detrimental to the safety, health, or welfare of the community” due to conditions such as “deterioration, faulty planning, inadequate or improper facilities, deleterious land use, or the existence of unsafe structures, or any combination of these factors.”

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

**Table A. Relationship of Sumner-Parkrose-Argay-Columbia Corridor Investment Needs Findings to Existing Conditions**

ORS 457.010 CONDITIONS	HOW THE SPACC TIF DISTRICT MEETS THESE CONDITIONS
<p>(a) The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, that are <b>unfit or unsafe</b> to occupy for those purposes because of any one or a combination of the following conditions:</p> <p>A. Defective design and quality of physical construction</p> <p>B. Faulty interior arrangement and exterior spacing;</p>	<ul style="list-style-type: none"> <li>• <b>Concentration of Older Buildings with Antiquated Systems and Deferred Maintenance (A):</b> Many of the buildings in the area are older than 50 years. According to the report, more than 70 percent of buildings were constructed before 1970, which means they have exceeded their lifespan without adequate renovation and their internal systems may not have been updated to address increased risks from climate change. Many of the buildings used for commercial purposes are even older homes that were later converted for commercial use. These older buildings may have deferred maintenance, making them more difficult and expensive to renovate.</li> <li>• <b>Health and Safety Issues in Multifamily Housing (D):</b> The livability of multi-dwelling housing has a disproportionate impact on the quality of life of people of color and low-income households, larger proportions of whom live in multi-dwelling housing than the general population. The need for better and safer connections to neighborhood destinations, housing design supportive of healthy living that can accommodate multigenerational households, and improved residential open spaces was identified through extensive outreach to people of color, low-income, and immigrant households within the TIF District boundary. Many apartment complexes do not have shared outdoor spaces to serve families, especially in higher density areas.</li> </ul>

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

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

ORS 457.010 CONDITIONS	HOW THE SPACC TIF DISTRICT MEETS THESE CONDITIONS
	<ul style="list-style-type: none"> <li>• <b>Homeownership Need:</b> While 62 percent of residents are homeowners compared to 53 percent citywide, almost 60 percent of renters experience housing cost burden, spending more than 30 percent of their income on housing. Housing cost burden puts residents at risk of displacement and suggests a need to stabilize the TIF District’s households, including through greater opportunities for ownership.</li> <li>• <b>Concentration of Manufactured Home Parks:</b> The TIF District has 4 manufactured home parks with 171 homes, which is the third most common type of housing in the area. Manufactured homeowners are particularly vulnerable to displacement from increased rents or utility costs set by the owners of the underlying land.</li> <li>• <b>Stabilization of Businesses:</b> There is a significant need for affordable commercial space to support local businesses and additional supports for existing businesses to make needed building repairs. Many businesses are vulnerable to displacement as the area grows, creating a need for commercial community ownership opportunities and affordable commercial rental spaces.</li> </ul>

Section 1.3 – Existing Conditions

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

## SECTION 2 – PROPOSED PROJECTS REPORT

### Section 2.1 – Proposed Projects and Impacts

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

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

- A. Inclusive Growth (to be implemented by Prosper Portland)
  - 1. Economic and Urban Development (including Middle-Income Housing)
  - 2. Infrastructure
- B. Affordable Housing (to be implemented by Portland Housing Bureau)
  - 1. Affordable Housing (Housing Set-aside Policy eligible)

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

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

**Table B. Plan Response to Existing Conditions**

PROJECT	DESCRIPTION	EXISTING CONDITIONS
<b>AFFORDABLE HOUSING (MINIMUM 45%)</b>		
Single Family Home Repair	Support low-income community members who currently own their homes, so that they are more likely to be able to stay in place, through home repairs relating to life safety, code compliance, energy efficiency upgrades, and accessibility upgrades.	<ul style="list-style-type: none"> <li>• <b>Almost 60 percent of households experiencing housing cost burden.</b> The majority of the TIF District’s renter households experience cost burden, meaning they spend over 30 percent of their income on housing. Given the number of households experiencing housing cost burden in the area, the TIF</li> </ul>

PROJECT	DESCRIPTION	EXISTING CONDITIONS
Homeownership Support	Provide down payment assistance and other types of financial assistance, as well as the financial subsidization of the development of new homes. The preferred model for homeownership investments made under this plan is permanently affordable homeownership utilizing mechanisms such as down payment assistance, community land trusts, and covenants that ensure the homes remain affordable for subsequent buyers.	<p>District lacks adequate affordable housing supply.</p> <ul style="list-style-type: none"> <li>• <b>Residents are more vulnerable to changing economic conditions, making displacement more difficult to prevent.</b> The BPS Economic Vulnerability Assessment determined a score of 82 for the District’s Census tracts, with any score over 60 considered a tract vulnerable to displacement.</li> <li>• <b>Lower household incomes.</b> Compared to Portland, a greater share of TIF District households earn less than \$50,000 (35 percent versus 30 percent). Overall, Median Household Income in Portland is \$85,876 compared to \$73,573 in the TIF District.</li> <li>• <b>Share of manufactured home parks.</b> There are four manufactured home parks in the TIF District with 171 housing units, which is 3 percent of all housing in the District. Supporting manufactured home parks could help maintain affordable housing, community stability, social equity, and prevent displacement and homelessness among vulnerable populations.</li> <li>• <b>Lower growth in housing supply.</b> The TIF District has expanded its multi-dwelling housing stock by 123 percent since 2000 whereas Portland’s multi-dwelling stock grew by 170 percent. At this time, no new units are under construction in the district, despite lower vacancy rates than the rest of the city.</li> </ul>
Multi-family Rental Development	Develop new affordable rental housing in a variety of unit sizes, including family sized units and multi-generational options (two-bedrooms or larger).	
Rehabilitation and Preservation of Existing Regulated Housing	Provide funding to rehabilitate and preserve the affordability of existing regulated affordable housing.	
Acquisition & Rehabilitation of Existing Market-Rate and Naturally Occurring Affordable Housing  <i><b>This category also includes manufactured housing park stabilization, preservation and development</b></i>	Purchase market-rate and naturally occurring affordable housing; including motels, foreclosed and unoccupied properties; make needed repairs and renovations; and convert to regulated affordable housing (for individual ownership, cooperative ownership, and rental).	
Opportunistic Land Acquisition	Prioritize opportunistic land acquisition of larger sites for future multifamily affordable housing.	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
Capital Expenditures for Community Services for Houseless Neighbors	Prioritize housing development for people experiencing houselessness, and provide limited resources for capital expenditures related to community services, including shelters and food pantries, with a prioritization of unhoused residents or individuals displaced from the area.	
<b>ECONOMIC AND URBAN DEVELOPMENT (MINIMUM 45%)</b>		
Predevelopment	Support technical and/or financial assistance to determine the feasibility of development, redevelopment and renovation projects.	<p><b><u>Development Conditions</u></b></p> <ul style="list-style-type: none"> <li>• <b>A large share of underutilized properties.</b> More than a third of the acreage (40 percent) in the TIF District has an Improvement to Land Value ratio of less than 1 compared. The TIF District has 123 vacant parcels and 46 underutilized parcels.</li> <li>• <b>A large share of older buildings,</b> that may be obsolete or in need of deferred maintenance, with nearly 70 percent of buildings built before 1970.</li> <li>• <b>A concentration of potential brownfield sites</b> given the presence of numerous legacy auto-oriented businesses and older commercial buildings.</li> </ul> <p><b><u>Economic and Social Conditions</u></b></p> <ul style="list-style-type: none"> <li>• <b>A higher unemployment rate and lower average wages than the rest of Portland.</b> High levels of retail and employment contribute to lower average wages in the TIF District, but average wages in the area are lower for almost all employment sectors compared to Portland as a whole.</li> <li>• <b>A concentration of neighborhood and BIPOC-serving service and retail establishments, including home-based businesses.</b> Historic Parkrose Main Street has been a longtime hub for local businesses</li> </ul>
Land Acquisitions & Land Banking	Invest to acquire properties for development or redevelopment in conformance with the goals of this Plan.	
<p>Development, Redevelopment and Renovation</p> <p><i><b>This category also includes resources for residential properties and projects (e.g., middle-income housing) that do not qualify for support under the housing set-aside policy.</b></i></p>	<p>Support development, redevelopment and renovation activities, including:</p> <ul style="list-style-type: none"> <li>• New construction</li> <li>• Building façade improvements</li> <li>• Remediation activities</li> <li>• Middle-income Housing</li> <li>• Professional services, building and site design assistance</li> <li>• Tenant improvements</li> <li>• Building repairs and upgrades</li> <li>• Climate, resilience and community solar projects</li> <li>• Seismic, fire suppression, other public safety improvements</li> <li>• Accessibility improvements;</li> </ul>	

PROJECT	DESCRIPTION	EXISTING CONDITIONS
	<p>landscaping enhancements; pedestrian amenities and lighting outside of the public right of way</p> <ul style="list-style-type: none"> <li>• Permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup businesses and non-profits.</li> <li>• Adding tree canopy.</li> </ul>	<p>serving the neighborhood. Other commercial corridors in the TIF District have seen a growing share of small businesses and especially immigrant-serving businesses. Home-based businesses are also an important source of employment and opportunity for TIF District residents.</p> <ul style="list-style-type: none"> <li>• <b>A diverse population</b>, with a higher share (42 percent) of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole (32 percent).</li> <li>• <b>A concentration of urban heat islands.</b> More than 91 percent of the housing units in the TIF District are in the 75<sup>th</sup> percentile or higher of all temperature readings in the region, compared with 57 percent of housing units citywide.</li> </ul>
Arts and Culture	<p>Support Arts and cultural investments (not public art as a “public building,” defined in ORS 457.010) that celebrate and represent Priority Communities, developed by and/or in collaboration with local artists and community members who represent those communities.</p> <p>Prioritize murals, placemaking investments, arts and entertainment performance venues, or interactive, multicultural community art spaces that create a sense of community and instill pride.</p>	
Signage	<p>Develop signage that serves the greater purpose of the TIF district, including multi-lingual signage and directional signage to local businesses.</p>	

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

PROJECT	DESCRIPTION	EXISTING CONDITIONS
Public Recreation Investments	Support resilience, recreation, public and personal health outcomes, community gathering space and food access in public spaces. Prioritize new local parks, trails, and natural areas, especially ones that do not require use of motor vehicles to reach; supporting development of the Sumner Association of Neighbors Lot and/or Helensview into a park with recreational amenities; covered spaces and splash pads for existing parks; new and updated community centers; resilience hubs; community gardens, tree canopy, community gathering spaces, business-adjacent rest areas, athletic facilities such as basketball courts and soccer fields, and public exercise equipment (outdoor, permanently installed). Support inclusive spaces that are youth and family friendly.	<p>parks, and other neighborhood amenities.</p> <ul style="list-style-type: none"> <li>• <b>Sewer infrastructure including pump stations, stormwater pipes, and sewer pipes may need upgrading in conjunction with development projects.</b></li> </ul>

**Section 2.2 – Cost and Completion Dates**

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

**Table C. Project Cost and Completion Dates**

PROJECT NAME	PROJECT COST (NOMINAL DOLLARS; % NET PLAN ADMIN & FEES)	ANTICIPATED COMPLETION DATE
Affordable Housing	At least \$128,936,491 (>45%)	2058

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

# SECTION 3 – FINANCIAL REPORT

## Section 3.1 - Maximum Indebtedness and Debt Retirement

The maximum amount of the principal of indebtedness that may be issued or incurred under the Plan (the “**Maximum Indebtedness**”) is \$310,000,000 as shown in Table D. The estimated amount of TIF moneys required for the District to service this Maximum Indebtedness is \$412,800,000, which reflects the additional projected costs of the interest on borrowings (loans) which is not a part of the maximum indebtedness. It is anticipated that the indebtedness will be retired or otherwise provided for by FY 2058. Table E shows a summary of the financial capacity of the Area, including how total TIF revenue translates to the ability to fund tax increment projects in constant 2024 dollars in five-year increments.

**Table D. Total Uses**

USES SUMMARY	FIRST 5 YEARS	FIRST 10 YEARS	30 YEAR TOTAL
<b>Bond Issuance Costs and Reserves</b>	9,255	3,690,271	11,535,900
<b>District-Wide Admin/Predev</b>	369,817	2,320,277	11,938,564
<b>Affordable Housing (PHB)</b>	3,994,028	25,058,994	128,936,491
<b>Inclusive Growth (Prosper Portland)</b>	4,881,590	30,627,659	157,589,045
<b>Total</b>	9,254,691	61,697,201	310,000,000

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

	ACTUAL DOLLARS	ROUNDED DOLLARS
<b>Total Net TIF</b>	404,095,235	404,100,000
<b>Maximum Indebtedness</b>	310,000,000	310,000,000
<b>Capacity (2024-25 \$)</b>	212,136,753	212,100,000
<b>Years 1-5</b>	9,236,218	9,200,000
<b>Years 6-10</b>	26,685,548	26,700,000
<b>Years 11-15</b>	45,494,730	45,500,000
<b>Years 16-20</b>	61,923,614	61,900,000
<b>Years 21-25</b>	81,437,041	81,400,000
<b>Years 26-30</b>	104,287,006	104,300,000
<b>Years 31-35</b>	75,031,078	75,000,000

## Section 3.2 – Financial Analysis

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

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

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

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

**Table F. Projected Incremental Assessed Value, Tax Rates, and Sumner-Parkrose-Argay-Columbia Corridor Tax Increment Finance Plan Revenues**

Yr No.	FYE	Total Assessed Value	Frozen Base Assessed Value	Increment URA	Increment Shared	Tax Rate	Gross TIF URA	Gross TIF Shared	Adjustments (to URA)	Net TIF (URA)	PV of Net TIF (URA)
1	2026	1,157,576,202	1,123,860,390	33,715,812	0	19.00	640,460	0	(56,361)	584,100	567,087
2	2027	1,192,303,488	1,123,860,390	68,443,098	0	19.10	1,306,979	0	(115,014)	1,191,965	1,123,541
3	2028	1,228,072,592	1,123,860,390	104,212,202	0	19.20	2,000,442	0	(176,039)	1,824,403	1,669,587
4	2029	1,264,914,770	1,123,860,390	141,054,380	0	19.20	2,707,659	0	(238,274)	2,469,385	2,194,016
5	2030	1,302,862,213	1,123,860,390	179,001,823	0	19.40	3,471,892	0	(305,527)	3,166,366	2,731,335
6	2031	1,341,948,080	1,123,860,390	218,087,690	0	19.40	4,229,996	0	(372,240)	3,857,756	3,230,810
7	2032	1,382,206,522	1,123,860,390	258,346,132	0	19.40	5,010,843	0	(440,954)	4,569,889	3,715,738
8	2033	1,423,672,718	1,123,860,390	299,812,328	0	19.50	5,845,096	0	(514,368)	5,330,728	4,208,126
9	2034	1,466,382,899	1,123,860,390	342,522,509	0	19.50	6,677,767	0	(587,644)	6,090,124	4,667,573
10	2035	1,510,374,386	1,123,860,390	386,513,996	0	19.40	7,496,767	0	(659,716)	6,837,052	5,087,409
11	2036	1,555,685,618	1,123,860,390	431,825,228	0	19.40	8,375,617	0	(737,054)	7,638,563	5,518,260
12	2037	1,602,356,186	1,123,860,390	478,495,796	0	19.40	9,280,832	0	(816,713)	8,464,119	5,936,563
13	2038	1,650,426,872	1,123,860,390	526,566,482	0	19.40	10,213,204	0	(898,762)	9,314,442	6,342,682
14	2039	1,699,939,678	1,123,860,390	552,551,699	23,527,589	19.30	10,661,954	453,985	(938,252)	9,723,702	6,428,513
15	2040	1,750,937,868	1,123,860,390	591,428,042	35,649,437	19.20	11,352,964	684,321	(999,061)	10,353,903	6,645,776
16	2041	1,803,466,004	1,123,860,390	631,458,417	48,147,197	19.10	12,058,235	919,412	(1,061,125)	10,997,110	6,853,036
17	2042	1,857,569,985	1,123,860,390	672,677,354	61,032,241	19.00	12,778,078	1,159,359	(1,124,471)	11,653,607	7,050,624
18	2043	1,913,297,084	1,123,860,390	714,472,679	74,964,016	19.00	13,572,015	1,424,005	(1,194,337)	12,377,678	7,270,581
19	2044	1,970,695,997	1,123,860,390	758,169,599	88,666,008	18.90	14,326,259	1,675,420	(1,260,711)	13,065,548	7,451,099
20	2045	2,029,816,877	1,123,860,390	802,510,259	103,446,228	18.90	15,164,113	1,954,704	(1,334,442)	13,829,671	7,657,154
21	2046	2,090,711,383	1,123,860,390	848,181,138	118,669,855	18.90	16,027,103	2,242,368	(1,410,385)	14,616,718	7,857,206
22	2047	2,153,432,724	1,123,860,390	895,222,144	134,350,190	18.90	16,915,983	2,538,661	(1,488,606)	15,427,376	8,051,432
23	2048	2,218,035,706	1,123,860,390	943,674,381	150,500,935	18.90	17,831,529	2,843,843	(1,569,175)	16,262,355	8,240,001
24	2049	2,284,576,777	1,123,860,390	993,580,184	167,136,203	18.90	18,774,542	3,158,181	(1,652,160)	17,122,382	8,423,077
25	2050	2,353,114,081	1,123,860,390	1,044,983,162	184,270,529	18.90	19,745,845	3,481,948	(1,737,634)	18,008,210	8,600,821
26	2051	2,423,707,503	1,123,860,390	1,097,928,228	201,918,885	18.90	20,746,287	3,815,429	(1,825,673)	18,920,613	8,773,389
27	2052	2,496,418,728	1,123,860,390	1,152,461,647	220,096,691	18.90	21,776,742	4,158,914	(1,916,353)	19,860,389	8,940,930

28	2053	2,571,311,290	1,123,860,390	1,208,631,069	238,819,831	18.90	22,838,111	4,512,704	(2,009,754)	20,828,357	9,103,591
29	2054	2,648,450,629	1,123,860,390	1,266,485,573	258,104,666	18.90	23,931,321	4,877,107	(2,105,956)	21,825,365	9,261,514
30	2055	2,727,904,148	1,123,860,390	1,326,075,712	277,968,046	18.90	25,057,327	5,252,442	(2,205,045)	22,852,282	9,414,838
31	2056	2,809,741,272	1,123,860,390	1,387,453,555	298,427,327	18.90	26,217,114	5,639,038	(2,307,106)	23,910,008	9,563,696
32	2057	2,894,033,510	1,123,860,390	1,450,672,734	319,500,386	18.90	27,411,694	6,037,231	(2,412,229)	24,999,465	9,708,218
33	2058	2,980,854,515	1,123,860,390	1,515,788,488	341,205,638	18.90	28,642,111	6,447,370	(2,520,506)	26,121,605	9,848,531

**Table G. Sumner-Parkrose-Argay-Columbia Corridor Tax Increment Finance Plan Revenues and Allocations to Debt Service**

	24-25	25-26	26-27	27-28	28-29	29-30	30-31
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	-	1,123,860,390	1,157,576,202	1,192,303,488	1,228,072,592	1,264,914,770	1,302,862,213
Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	-	33,715,812	68,443,098	104,212,202	141,054,380	179,001,823	218,087,690
AV (Baseline)	-	1,157,576,202	1,192,303,488	1,228,072,592	1,264,914,770	1,302,862,213	1,341,948,080
<b>Taxes</b>							
Consolidated Tax Rate for Du Jour	18.8344	18.9958	19.0958	19.1958	19.1958	19.3958	19.3958
Divide the Taxes (to Raise) Sal 4c	-	640,460	1,306,979	2,000,442	2,707,659	3,471,892	4,229,996
Net Tax Increment Revenues	-	<b>584,100</b>	<b>1,191,965</b>	<b>1,824,403</b>	<b>2,469,385</b>	<b>3,166,366</b>	<b>3,857,756</b>
<b>Used for Du Jour</b>	-	585,268	1,194,349	1,828,052	2,474,323	3,172,699	3,865,472
<b>Debt Service</b>							
LOC 1					-	-	-
LOC 2							-
LOC 3							
BOND 1							
BOND 2							
BOND 3							
<b>Total Debt Service</b>	-	-	-	-	-	-	-

	31-32	32-33	33-34	34-35	35-36	36-37	37-38
	Forecast						
Prior Year Assessed Value	1,341,948,080	1,382,206,522	1,423,672,718	1,466,382,899	1,510,374,386	1,555,685,618	1,602,356,186
Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	258,346,132	299,812,328	342,522,509	386,513,996	431,825,228	478,495,796	526,566,482
AV (Baseline)	1,382,206,522	1,423,672,718	1,466,382,899	1,510,374,386	1,555,685,618	1,602,356,186	1,650,426,872
<b>Taxes</b>							
Consolidated Tax Rate for Du Jour	19.3958	19.4958	19.4958	19.3958	19.3958	19.3958	19.3958
Divide the Taxes (to Raise) Sal 4c	5,010,843	5,845,096	6,677,767	7,496,767	8,375,617	9,280,832	10,213,204
Net Tax Increment Revenues	<b>4,569,889</b>	<b>5,330,728</b>	<b>6,090,124</b>	<b>6,837,052</b>	<b>7,638,563</b>	<b>8,464,119</b>	<b>9,314,442</b>

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

	38-39	39-40	40-41	41-42	42-43	43-44	44-45
	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Prior Year Assessed Value	1,650,426,872	1,699,939,678	1,750,937,868	1,803,466,004	1,857,569,985	1,913,297,084	1,970,695,997
Frozen Base	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390	1,123,860,390
Increment	576,079,288	627,077,478	679,605,614	733,709,595	789,436,694	846,835,607	905,956,487
AV (Baseline)	1,699,939,678	1,750,937,868	1,803,466,004	1,857,569,985	1,913,297,084	1,970,695,997	2,029,816,877
<b>Taxes</b>							
Consolidated Tax Rate for Du Jour	19.2958	19.1958	19.0958	18.9958	18.9958	18.8958	18.8958
Divide the Taxes (to Raise) Sal 4c	10,661,954	11,352,964	12,058,235	12,778,078	13,572,015	14,326,259	15,164,113
Net Tax Increment Revenues	<b>9,723,702</b>	<b>10,353,903</b>	<b>10,997,110</b>	<b>11,653,607</b>	<b>12,377,678</b>	<b>13,065,548</b>	<b>13,829,671</b>
<b>Used for Du Jour</b>	6,734,659	7,366,119	8,010,613	8,668,423	6,373,369	10,107,352	7,840,348
<b>Debt Service</b>							
LOC 1							
LOC 2							
LOC 3							
BOND 1	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574
BOND 2						3,020,574	3,020,574
BOND 3							
<b>Total Debt Service</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>3,020,574</b>	<b>6,041,147</b>	<b>6,041,147</b>

	45-46	46-47	47-48	48-49	49-50	50-51	51-52
	Forecast						
Prior Year Assessed Value	2,029,816,877	2,090,711,383	2,153,432,724	2,218,035,706	2,284,576,777	2,353,114,081	2,423,707,503

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

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

LOC 3		-	-	-	-	-
BOND 1	3,020,574	3,020,574				
BOND 2	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574	3,020,574
BOND 3	3,303,752	3,303,752	3,303,752	3,303,752	3,303,752	3,303,752
Bond Payoff						58,051,649
<b>Total Debt Service</b>	<b>9,344,900</b>	<b>9,344,900</b>	<b>6,324,326</b>	<b>6,324,326</b>	<b>6,324,326</b>	<b>58,051,649</b>

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

The amount of money available for projects in 2024 constant dollars for the Area is approximately \$167,537,359. This is calculated by taking the maximum indebtedness (MI) and bringing it back to constant 2024 dollars. This is done as the MI is referenced in constant dollars, so understanding how the MI relates to the inflation factor over 30 years is important to be able to make projections on the allocation of funds throughout the life of the Area.

Table H shows the approximate \$160,252,449 of 2024 constant dollars for projects inflated over the life of the Area including administrative expenses and bond issuance costs and reserves, reaching the total maximum indebtedness of \$310,000,000. The 3 percent inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

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

**Table H. Financial Feasibility**

	Bond Issuance Costs and Reserves	District-Wide Admin/Predev	Affordable Housing	Inclusive Growth (Prosper Portland)	Total
Years 1-5	9,255	369,817	3,994,028	4,881,590	9,254,691
Years 6-10	3,681,016	1,950,460	21,064,965	25,746,069	52,442,510
Years 11-15	30,543	1,220,509	13,181,495	16,110,716	30,543,262
Years 16-20	3,701,574	2,771,941	29,936,965	36,589,624	73,000,104
Years 21-25	51,515	2,058,539	22,232,226	27,172,721	51,515,002
Years 26-30	4,061,997	3,567,297	38,526,811	47,088,325	93,244,430
Total	11,535,900	11,938,564	128,936,491	157,589,045	310,000,000

**Section 3.3 – Fiscal Impact Statement**

The impact of Sumner-Parkrose-Argay-Columbia Corridor Tax Increment Finance Plan financing of the maximum indebtedness, both until and after the indebtedness is repaid is on all entities levying permanent rate property in the Area.

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

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

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

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

**Table I. Projected Impact on Taxing District Permanent Rate Levies**

Foregone Revenue to Taxing Jurisdictions	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	33-34
City	140,737	285,697	435,005	588,793	747,194	910,347	1,078,395	1,251,484	1,429,766
County	133,554	271,115	412,803	558,742	709,059	863,885	1,023,356	1,187,611	1,356,794
Library	37,514	76,153	115,951	156,943	199,165	242,653	287,446	333,583	381,104
Metro	2,970	6,030	9,181	12,427	15,770	19,213	22,760	26,413	30,176
Port	2,155	4,376	6,662	9,018	11,444	13,943	16,516	19,167	21,898
W Mult Soil/Cons	3,075	6,242	9,504	12,864	16,325	19,890	23,561	27,343	31,238
FPDR	86,097	181,018	285,125	385,925	522,399	636,467	753,957	902,315	1,030,856
<b>Total Gov't</b>	<b>406,103</b>	<b>830,631</b>	<b>1,274,231</b>	<b>1,724,711</b>	<b>2,221,354</b>	<b>2,706,397</b>	<b>3,205,992</b>	<b>3,747,916</b>	<b>4,281,831</b>
Reynolds	11,136	22,606	34,420	46,588	59,122	72,031	85,328	99,024	113,131
Parkrose	130,455	264,823	403,222	545,774	692,601	843,834	999,604	1,160,046	1,325,302
David Douglas	0	0	0	0	0	0	0	0	0
Centennial	0	0	0	0	0	0	0	0	0
Portland	7,538	15,302	23,299	31,536	40,020	48,759	57,760	67,031	76,579
Portland CC	435	883	1,344	1,819	2,308	2,812	3,332	3,866	4,417
Mt. Hood CC	14,363	29,157	44,395	60,090	76,256	92,907	110,058	127,723	145,918
Multnomah County ESD	14,071	28,563	43,491	58,866	74,703	91,015	107,816	125,121	142,945
<b>Total Education</b>	<b>177,997</b>	<b>361,334</b>	<b>550,172</b>	<b>744,674</b>	<b>945,011</b>	<b>1,151,359</b>	<b>1,363,897</b>	<b>1,582,811</b>	<b>1,808,293</b>

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

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

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

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

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual Parkrose Tax Increment Finance Plan finance revenues exceed three percent of the original maximum indebtedness of the Plan in 2041. At the three percent threshold, the Agency will receive tax increment revenue as stated in ORS 457.470(4)(a-e). The overlapping taxing districts would receive the remainder of the TIF revenues. Revenue sharing projections are shown in Table J in the column labelled “Increment Shared”.

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

**Table J. Tax Increment Revenue Sharing**

Yr No.	FYE	Total Assessed Value	Frozen Base Assessed Value	Increment URA	Increment Shared
1	2026	1,157,576,202	1,123,860,390	33,715,812	0
2	2027	1,192,303,488	1,123,860,390	68,443,098	0
3	2028	1,228,072,592	1,123,860,390	104,212,202	0
4	2029	1,264,914,770	1,123,860,390	141,054,380	0
5	2030	1,302,862,213	1,123,860,390	179,001,823	0
6	2031	1,341,948,080	1,123,860,390	218,087,690	0
7	2032	1,382,206,522	1,123,860,390	258,346,132	0
8	2033	1,423,672,718	1,123,860,390	299,812,328	0
9	2034	1,466,382,899	1,123,860,390	342,522,509	0
10	2035	1,510,374,386	1,123,860,390	386,513,996	0
11	2036	1,555,685,618	1,123,860,390	431,825,228	0
12	2037	1,602,356,186	1,123,860,390	478,495,796	0
13	2038	1,650,426,872	1,123,860,390	526,566,482	0
14	2039	1,699,939,678	1,123,860,390	552,551,699	23,527,589
15	2040	1,750,937,868	1,123,860,390	591,428,042	35,649,437
16	2041	1,803,466,004	1,123,860,390	631,458,417	48,147,197
17	2042	1,857,569,985	1,123,860,390	672,677,354	61,032,241
18	2043	1,913,297,084	1,123,860,390	714,472,679	74,964,016
19	2044	1,970,695,997	1,123,860,390	758,169,599	88,666,008
20	2045	2,029,816,877	1,123,860,390	802,510,259	103,446,228
21	2046	2,090,711,383	1,123,860,390	848,181,138	118,669,855
22	2047	2,153,432,724	1,123,860,390	895,222,144	134,350,190
23	2048	2,218,035,706	1,123,860,390	943,674,381	150,500,935
24	2049	2,284,576,777	1,123,860,390	993,580,184	167,136,203
25	2050	2,353,114,081	1,123,860,390	1,044,983,162	184,270,529
26	2051	2,423,707,503	1,123,860,390	1,097,928,228	201,918,885
27	2052	2,496,418,728	1,123,860,390	1,152,461,647	220,096,691
28	2053	2,571,311,290	1,123,860,390	1,208,631,069	238,819,831
29	2054	2,648,450,629	1,123,860,390	1,266,485,573	258,104,666
30	2055	2,727,904,148	1,123,860,390	1,326,075,712	277,968,046

31	2056	2,809,741,272	1,123,860,390	1,387,453,555	298,427,327
32	2057	2,894,033,510	1,123,860,390	1,450,672,734	319,500,386
33	2058	2,980,854,515	1,123,860,390	1,515,788,488	341,205,638

Table K shows the projected increased revenue to the taxing jurisdictions after the Central City – East Tax Increment Finance Plan proceeds are projected to be terminated. These projections are for FYE 2059. The table also shows the estimated impact of returned incremental assessed value on the FPD&R tax levy rate, which could be reduced by approximately 3 percent.

The Frozen Base is the assessed value of the Area established by the County Assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

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

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
<b>General Government</b>				
City	4.5770	5,143,909	8,908,763	14,052,672
County	4.3434	4,881,375	8,454,080	13,335,455
Library	1.2200	1,371,110	2,374,632	3,745,742
Metro	0.0966	108,565	188,024	296,589
Port	0.0701	78,783	136,444	215,227
E Mult Soil/Cons	0.1000	112,386	194,642	307,028
FPDR	2.7000	3,034,423	5,255,333	8,289,756
<b>Subtotal General Government</b>	<b>13.1071</b>	<b>14,730,551</b>	<b>25,511,918</b>	<b>40,242,469</b>
<b>Education</b>				
Portland	4.7743	275,512	477,161	752,673
Parkrose	4.8906	4,768,079	8,257,861	13,025,940
Reynolds	4.4626	407,014	704,909	1,111,922
Mt Hood CC	0.4917	524,972	909,202	1,434,174
Portland CC	0.2828	15,891	27,522	43,414
Multnomah County ESD	0.4576	514,279	890,682	1,404,960
<b>Subtotal Education</b>		<b>6,505,746</b>	<b>11,267,336</b>	<b>17,773,083</b>
<b>Total</b>		<b>21,236,297</b>	<b>36,779,255</b>	<b>58,015,552</b>

### Section 3.4 – Assessed Value and Acreage Analysis

The Plan includes a provision indicating that it will be financed by tax increment revenues (TIF) allocated to the District, as provided in ORS Chapter 457, and that the ad valorem taxes levied by a taxing district in which all or a portion of the District is located, will be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Pursuant to ORS 457.420(2), the Plan may only include such a provision if:

- The assessed value for the TIF District, when added to the total assessed value for other TIF Districts of the City, does not exceed a figure equal to 15 percent of the total assessed value of the City (exclusive of any increased assessed value for other TIF Districts and without regard to adjustments made pursuant to ORS 457.435 (2)(c), 457.455 or 457.470 (2) to (5)), and
- The acreage of the TIF District, when added to the acreage of other TIF Districts of the City, does not exceed 15 percent of the total acreage of the City.

As explained in this Section, the proposed TIF District complies with both the assessed value and acreage limits set forth in ORS 457.420.

As of the date that the TIF Plan is expected to be approved by the City, it is projected that the total Assessed Value for all real property in the City of Portland will be just over \$80.98 billion and the total acreage of the City will be 92,768 acres, as shown in Table L, below. In addition, as of the approval date, the total assessed value for the real property contained within all pre-existing TIF Districts will be approximately \$2 billion (2.5% of total City AV) and the acreage of such districts will be 2,729 acres (2.9% of total City acreage).<sup>4</sup> Finally, the TIF District is being proposed for creation along with several other TIF Districts that, when combined, will account for up to \$9.49 billion in assessed value and 8,415 acres.<sup>5</sup> If all six proposed TIF Districts are approved, the resulting total areas included in all TIF Districts within the City will contain \$11.49 billion in assessed value (14.2% of total City AV) and 11,144 acres (12% of total City acreage). These limits will fall within the threshold for assessed value and acreage established by ORS 457.420, which allows for the TIF Plan to include a provision for the division of ad valorem property taxes to finance the TIF District’s activities under the Plan.

**Table L. Assessed Value and Acreage**

TIF District	Frozen Base Assessed Value		Acreage		Proposed values (as of FY 23-24 values)	
	Frozen Base (as of FY 21-22 values)	Proposed Adjustments	Proposed values (as of FY 23-24 values)	Frozen Base (as of FY 21-22 values)	Proposed Adjustments	Proposed values (as of FY 23-24 values)
Central Eastside	\$230,541,190	(\$230,541,190)	\$0	708	(708)	-

<sup>4</sup> Prior to adoption of the proposed TIF District, Prosper Portland and/or the City are expected to either take action to amend the size of certain TIF Districts, allow some TIF Districts to expire, and/or otherwise amend the plans to release some or all of the assessed value and acreage associated with the following pre-existing TIF Districts: Central Eastside, Downtown Waterfront, Interstate Corridor, Lents Town Center, Oregon Convention Center, River District, South Park Blocks, and the Neighborhood Prosperity Initiative districts.

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

Downtown Waterfront	\$55,674,313	(\$55,674,313)	\$0	233	(233)	-
Gateway Regional Center	\$307,174,681	-	\$307,174,681	659	-	659
Interstate Corridor	\$1,293,460,097	(\$1,293,460,097)	\$0	3,995	(3,995)	-
Lents Town Center	\$736,224,033	(\$736,224,033)	\$0	2,846	(2,846)	-
North Macadam	\$628,094,444	-	\$628,094,444	447	-	447
Oregon Convention Center	\$214,100,689	(\$214,100,689)	\$0	410	(410)	-
River District	\$432,292,135	(\$432,292,135)	\$0	315	(315)	-
South Park Blocks	\$305,692,884	(\$305,692,884)	\$0	98	(98)	-
Cully	\$1,071,144,885	-	\$1,071,144,885	1,623	-	1,623
Neighborhood Prosperity Initiatives (combined)	\$164,919,235	(\$164,919,235)	\$0	245	(245)	-
Westside (NEW)	\$0	\$2,401,540,540	\$2,401,540,540	-	492	492
Lloyd-Holladay (NEW)	\$0	\$842,896,040	\$842,896,040	-	261	261
Central Eastside Corridor (NEW)	\$0	\$551,392,310	\$551,392,310	-	486	486
Sumner- Parkrose-Argay-Columbia Corridor (NEW)	\$0	\$1,123,860,390	\$1,123,860,390	-	1,578	1,578
82nd Ave (NEW)	\$0	\$1,722,322,630	\$1,721,086,470	-	1,868	1,868
East 205 (NEW)	\$0	\$2,849,078,510	\$2,849,078,510	-	3,730	3,730
<b>Total: TIF Districts</b>	<b>\$5,439,318,586</b>	<b>\$6,056,949,684</b>	<b>\$11,496,268,270</b>	<b>11,579</b>	<b>(435)</b>	<b>11,144</b>
<b>Total: City of Portland</b>	\$76,142,269,310		\$80,988,896,967	92,768		92,768
<b>Percent in TIF District</b>	<b>7.14%</b>		<b>14.19%</b>	<b>12.48%</b>		<b>12.01%</b>

## SECTION 4 – RELOCATION REPORT

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

It is not anticipated that any of the proposed projects identified in Section 2 will require or result in the temporary or permanent relocation of any residents or businesses. In addition, it is not anticipated that any of the proposed projects identified in Section 2 will require or result in the alteration or destruction of any existing housing units. To the extent that temporary or permanent relocation is necessary, Prosper Portland and Portland Housing Bureau will comply with the requirements set forth in ORS 35.500 to 35.530 to protect the rights of any person or business impacted by such relocation. New housing units anticipated to be added within the TIF District are enumerated in Section 2.

### Attachments to Report

#### A. Existing Conditions Report

## Attachment A. Existing Conditions Report

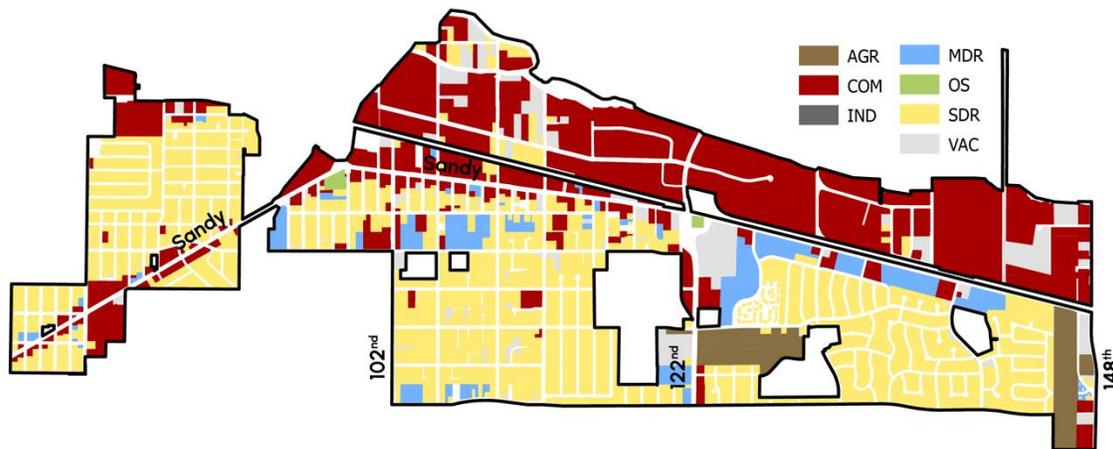
This section presents a high-level summary of existing conditions in the TIF District, covering key features of the built environment, population, economy, and development landscape.

### Physical Conditions

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

### Land Use

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



The Sumner-Parkrose-Argay-Columbia Corridor TIF District is centered along the NE Sandy Boulevard commercial corridor, anchored by residential uses to the south, and light industry commercial uses to the north. The existing land uses on existing properties within the Sumner-Parkrose-Argay-Columbia Corridor TIF District are shown in Figure B. The TIF District comprises 1,578 acres, with 1,271 acres consisting of land within tax lots and the remaining 307 acres in the right-of-way, as summarized in Table F. Commercial uses make up 29 percent of the area, mostly between NE Sandy Boulevard and NE Whitaker Way. Multi-dwelling uses make up just seven percent of the TIF District’s acreage. The majority of housing in the TIF District is single-dwelling residential uses (35 percent of total TIF District acreage). Six percent of acreage (5 percent of parcels) are vacant, totaling 92 acres across 186 parcels.

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

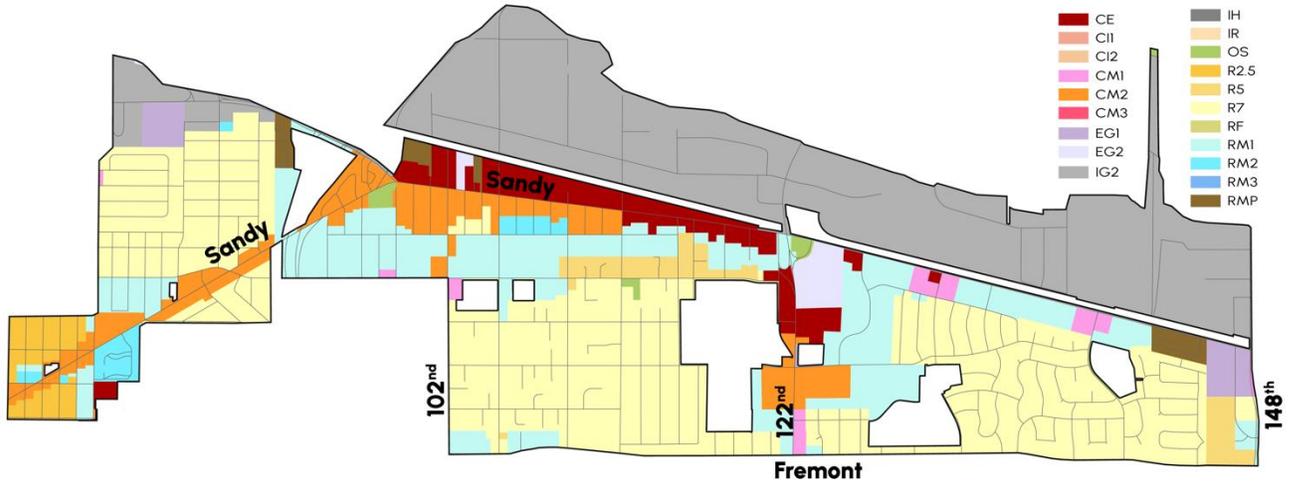
	PARCELS	SHARE	ACRES	SHARE
Single-Dwelling	3,025	79%	5,47.6	35%
Multi-Dwelling	77	2%	108.1	7%
Commercial	419	11%	441.8	28%
Vacant	186	5%	92.1	6%
Open Space	6	0%	3.7	0%
Agricultural	10	0%	51.5	3%

<b>ROW</b>	81	2%	307.0	19%
<b>Other</b>	32	1%	25.6	2%

Source: Regional Land Information System (RLIS), 2024

## Zoning

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



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

Over half of the acreage of the TIF District is zoned for residential development. The single-dwelling zoning is characterized by average lot sizes, with about one third of acreage devoted to R7 (Residential 7,000), as shown in Table G. Of the areas zoned for multi-dwelling residential, more than 90 percent are zoned RM1 which is a smaller-scale multi-dwelling designation mostly found adjacent to single dwelling residential zoning to act as a transition between residential zones and higher scale or commercial uses. The remaining RM2 areas are designated for medium-scale residential development.

Table G. Parcel Acres by Zoning, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024

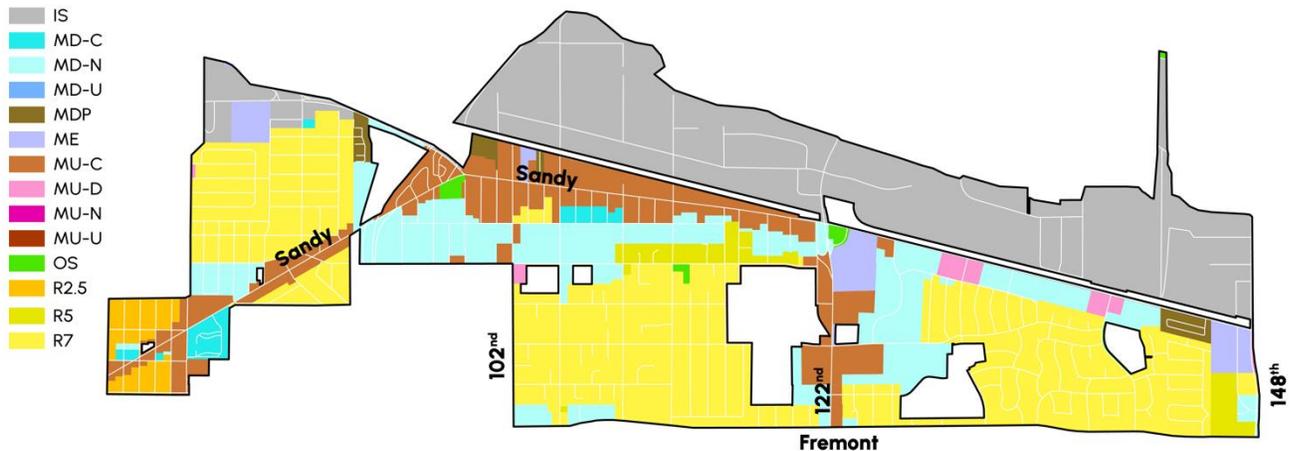
	ACRES	SHARE
<b>Commercial Employment (CE)</b>	69.1	4%
<b>Commercial Mixed Use 1 (CM1)</b>	15.8	1%
<b>Commercial Mixed Use 2 (CM2)</b>	99.9	6%
<b>General Employment 1 (EG1)</b>	22.0	1%
<b>General Employment 2 (EG2)</b>	17.1	1%
<b>General Industrial 2 (IG2)</b>	462.6	29%
<b>Open Space (OS)</b>	7.4	0%

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

Source: Bureau of Planning & Sustainability, 2024

## Comprehensive Plan

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



## District

Under the Portland 2035 Comprehensive Plan, NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue are designated "Civic Corridor" which is a street with high-quality transit service, multimodal facilities, mid-rise development, and landscaping. This designation is part of a broader effort to make the corridor safer, more accessible, and more pedestrian-friendly. **Error! Reference source not found.** shows the Comprehensive Plan Designations within the TIF District. The designations prescribe the intended future development types and scales. The Comprehensive Plan emphasizes mixed-use and multi-dwelling land uses in the Sumner-Parkrose-Argay-Columbia Corridor TIF District. Designations along the primary corridors in the TIF District include Mixed Use – Civic Corridor, and Mixed Employment which are high-scale, transit-oriented development designations. The TIF District includes areas designated as Multi-Dwelling – Neighborhood, which is a low-rise residential scale intended for areas near corridors and transit stations, to buffer the higher density corridors with lower density residential areas. Areas north of the Union Pacific Railroad line are designated as Industrial Sanctuary to support manufacturing and distribution operations and encourage the growth of industrial activities along key freight and distribution infrastructure.

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

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

Source: Bureau of Planning & Sustainability, 2024

### **Infrastructure**

This section discusses the existing conditions of the area’s infrastructure and explains the need for many of the Plan’s projects. The Plan does not attempt to fund every infrastructure project that the City has planned or considered in the TIF District boundary.

### **TRANSPORTATION**

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

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

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

### Street Network

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

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

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

### Road Safety

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

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

### Public Transit

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

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

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

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

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

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

### **Pedestrian and Bicycle Facilities**

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

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

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

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

### **SANITARY SEWER AND STORMWATER SYSTEMS**

*This summary is not a comprehensive summary of the BES's risk or assets, nor does it include a full list of the BES's Capital Improvement Projects or priority work as of 2024.*

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

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

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

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

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

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

Source: Portland Bureau of Environmental Services, 2024

### Potential Issues and Concerns

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

### Potential Investment Needs

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

## WATER INFRASTRUCTURE

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

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

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

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

## **PARKS**

### **Existing Parks**

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

### **Level of Service**

The Sumner-Parkrose-Argay-Columbia Corridor TIF District lacks adequate park facilities for residents. The City of Portland's Parks 2020 Vision includes the goal that there will be a developed park or natural area within a half-mile (10- to 15-minute walk) of every resident and a full-service community center within three miles of every resident. Portland Parks and Recreation has assessed levels of service throughout the city. According to Portland Parks and Recreation data, within the Sumner-Parkrose-Argay-Columbia Corridor TIF District, only 64 percent of housing units are within a half mile of a park, compared to 85 percent of housing units citywide. Note that while the level of service provides a quantitative measure of park provision it does not assess park quality, conditions, amenities, or accessibility.

### **Planned Parks and Trails**

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

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

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

## Environmental Challenges

### URBAN HEAT ISLANDS

Urban heat islands are urbanized areas that are significantly warmer than nearby areas. These areas can have daytime temperatures that are 1–7 degrees hotter and nighttime temperatures that are 2–5 degrees hotter than other surrounding areas. Climate change exacerbates this phenomenon, with regions like the Pacific Northwest experiencing average temperature increases of nearly 2 degrees since 1900 and more frequent heat waves.<sup>9</sup>

Many factors contribute to higher urban temperatures, but two of the most important are the share of impermeable, heat-absorbing surfaces like asphalt and concrete and the amount of tree cover and green spaces that cool the air with shade and moisture. Heat islands can increase energy consumption for cooling, leading to higher electricity bills and more pollution. Additionally, heat islands can cause health problems like heat stroke and exacerbate respiratory issues, especially for vulnerable populations and can also damage critical infrastructure.

The intensity of urban heat islands disproportionately affects low-income residents and BIPOC communities, often in formerly redlined areas where industrial development compromised environmental and public health. These communities continue to suffer from fewer natural amenities and heightened heat island effects in many places. Multnomah County’s report on the 2021 heat dome event indicates that 59 percent of the people who died from heat-related illness lived in areas with the highest mean temperatures.<sup>10</sup>

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

Increasing tree canopy, vegetation, and green infrastructure has been identified as a community priority in many plans that intersect the Sumner-Parkrose-Argay-Columbia Corridor TIF District boundary. The

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

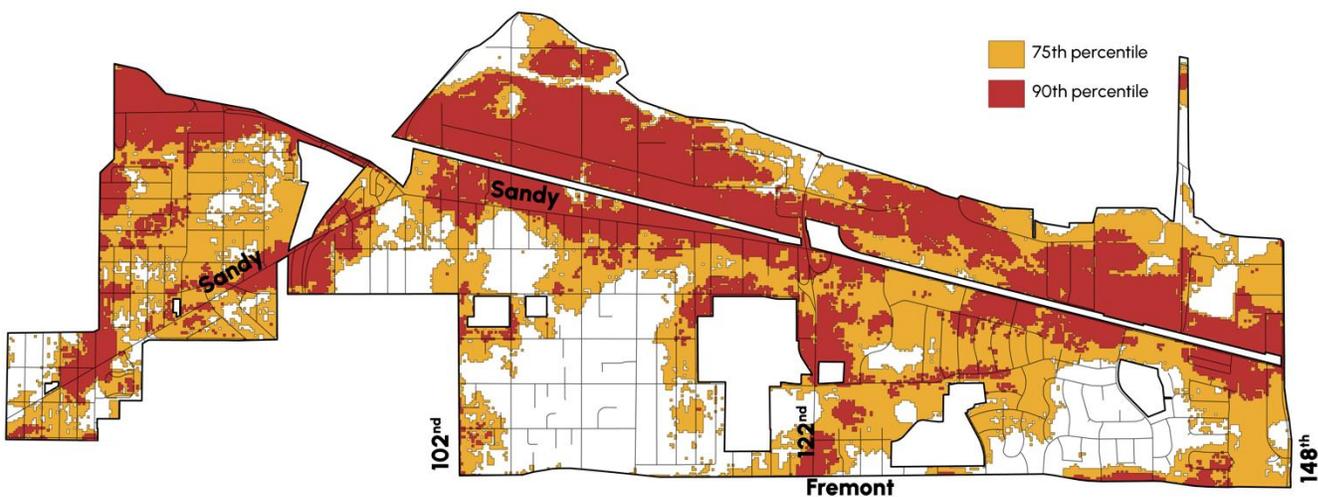
<sup>10</sup> Multnomah County, “Health Impacts from Excessive Heat Events in Multnomah County, Oregon, 2021”, (report, June 2022), p. 14.

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

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

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

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



## AIR QUALITY

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

## BROWNFIELDS

Given the high proportion of industrial and auto-oriented areas in the Sumner-Parkrose-Argay-Columbia Corridor TIF District, the area contains many potential brownfield sites that could add to the redevelopment costs. In 2013, the City conducted an inventory<sup>16</sup> of potential brownfields by identifying vacant or underutilized properties from the City's Buildable Lands Inventory and cross-referencing them with the Oregon State Department of Environmental Quality (DEQ) inventory of environmental cleanup

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

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

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

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

sites and leaking underground storage tanks. It is important to note that although these sites have been flagged by the DEQ, contamination has not been confirmed for many of them. Detailed Phase 1 and Phase 2 environmental site assessments would provide greater detail about the environmental status of these sites. This inventory indicated that there were over 57 acres of brownfield sites in commercial corridors in East Portland.<sup>17</sup>

## Social Conditions

This section provides an overview of demographic conditions within the TIF District. All data within this section were compiled from the United States Census Bureau's 2018–2022 American Community Survey (ACS) 5-year estimates. The project team assembled data from 12 United States Census Bureau block groups that provide the best representation of demographic and social characteristics of the area. These block groups encompass an area that is larger than the boundary of the TIF District.

### Population and Population Growth

**The TIF District's population has grown at a slower rate compared to the City of Portland as a whole.** An estimated 16,601 people live in the area. Between 1990 and 2022, the TIF District's population increased by 118 percent.<sup>18</sup>

### Age

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

### Race and Ethnicity

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

### Educational Attainment

**Educational attainment in the TIF District is lower than Portland's overall educational attainment.** While more than 50 percent of Portland residents have a four-year degree or higher, only 38 percent of those residing in the TIF District have achieved this level of education. Additionally, the share of

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

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

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

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

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

### **Commute Time and Transportation Mode**

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

### **Economic Conditions**

The following are economic trends identified in ACS data and other sources like the Quarterly Census of Employment and Wages (QCEW) and CoStar that have implications for new development in the Sumner-Parkrose-Argay-Columbia Corridor TIF District:

- **The TIF District’s population is growing, but not as fast as Portland’s.** The population within the Sumner-Parkrose-Argay-Columbia Corridor TIF District’s has increased by over 118 percent since 1990. During the same period, Portland grew by 135 percent.
- **Residents are vulnerable to changing economic conditions, making displacement more difficult to prevent.** The BPS Economic Vulnerability Assessment determined a score of 82 for the District’s Census tracts, with any score over 60 considered a vulnerable tract. Economic vulnerability means that residents are more likely to pay a large share of their income toward housing and transportation, belong to communities of color, lack college degrees, and have low incomes.<sup>22</sup>
- **Housing cost burden affects over half of households.** Nearly 60 percent of the TIF District’s residents experience cost burden, meaning they spend over 30 percent of their income on housing. Twenty-eight percent of District residents are severely cost burdened meaning they spend more than 50 percent of their income on housing. In total, the Sumner-Parkrose-Argay-Columbia Corridor TIF District is 11 percentage points more cost burdened than the City of Portland, as summarized in Table J.

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

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

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

<sup>22</sup> U.S. Census Bureau, 2016-2020 ACS 5-year estimates, Tables B25106, B25010, B03002, B19013, B15002. Prepared June 19, 2022 by the Portland Bureau of Planning and Sustainability.

Source: U.S. Census Bureau, 2018–2022 ACS 5-year estimates, Table B25070.

- **Household income is lower in the TIF District.** Compared to Portland, a greater share of households earn less than \$50,000 (35 versus 30 percent) and a smaller share of households earn over \$150,000 (15 versus 25 percent). Overall, Median Household Income in Portland is \$85,876 compared to \$73,573 in the TIF District.

### **Business and Employment Conditions**

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

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

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

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

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

Note: Industries with a small number of establishments and employees are suppressed for reasons of confidentiality required by the Oregon Employment Department.

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

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

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

	SPACC TIF DISTRICT	PORTLAND
<b>Construction and Resources</b>	19%	5%
<b>Finance, Insurance and Real Estate</b>	2%	6%
<b>Manufacturing</b>	7%	5%
<b>Public Administration</b>	suppressed	3%
<b>Retail</b>	8%	8%
<b>Services</b>	49%	61%
<b>Wholesale Trade, Transportation, and Utilities</b>	15%	12%

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

Note: Industries with a small number of establishments and employees are suppressed for reasons of confidentiality required by the Oregon Employment Department.

**Table M. Average Pay Per Employee, Sumner-Parkrose-Argay-Columbia Corridor TIF District and Portland, 2024**

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

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

Note: Industries with a small number of establishments and employees are suppressed for reasons of confidentiality required by the Oregon Employment Department.

- **Unemployment is higher in the TIF District than in Portland.** In 2022, the Sumner-Parkrose-Argay-Columbia Corridor TIF District’s unemployment rate was 6.7 percent compared to 5.6 percent for Portland overall.<sup>23</sup>

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

## Development Conditions

This section describes the condition of buildings within the TIF District along with current market conditions in the residential and commercial real estate sectors.

### **BUILDABLE LANDS**

According to the Bureau of Planning and Sustainability Buildable Lands Inventory, the TIF District has 123 vacant parcels and 46 underutilized parcels. Vacant parcels have either no structure, or a structure that covers less than 5 percent of the site area. Underutilized sites are non-vacant sites where the adjusted market value is less than the value of the land. About 80 percent of vacant parcels and 53 percent of underutilized parcels are under 20,000 square feet, as summarized in Table N. Most of the vacant and underutilized parcels are found in Commercial Mixed Use 2 (23 percent), Residential 7,000 (35 percent), and Residential Multi-Dwelling 1 (23 percent) zones, as summarized in Table O. While there are several large sites in the Sumner-Parkrose-Argay-Columbia Corridor TIF District that may be redeveloped in the future—including legacy farms—the prevalence of small buildable parcels limits the potential for catalytic redevelopment projects to expand housing, employment, or commercial opportunities unless they can be combined with neighboring parcels into larger sites.

**Table N. Vacant and Underutilized Parcels by Parcel Size, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

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

Source: Portland Bureau of Planning and Sustainability, 2024.

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

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

Source: Portland Bureau of Planning and Sustainability, 2024.

## BUILDING TO LAND VALUE RATIO

Analyzing a property’s assessed value for its land and structures helps evaluate the economic condition of existing development in the area. The relationship between a property's improvement value (buildings and other enhancements) and its land value, known as the Improvement to Land Value Ratio (I:L ratio), gives a high-level indication of development intensity. An I:L ratio over 1.0 suggests the property is less likely to be redeveloped, while a ratio of 1.0 or less indicates a higher potential for redevelopment.

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

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

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

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

## BUILDING AGE

The age of buildings overall skews older in the TIF District compared to Portland. About 30 percent of buildings in the Sumner-Parkrose-Argay-Columbia Corridor TIF District were built between 1960 and 1980, more than double the share of buildings citywide. An additional 54 percent of buildings are older than 1960.

Buildings constructed before 1960 can contain hazardous materials and outdated systems that pose risks to current occupants. Many older buildings have insulation and flooring that contains asbestos, a chemical that poses severe respiratory risks if disturbed through decay or renovation. Lead-based paint, which was common before 1978, can cause serious health issues, particularly in children. Outdated electrical and heating systems increase the risk of fires, a particular risk in buildings that lack modern fire suppression systems and adequate exits. Aging plumbing systems can cause leaks and water contamination. Older buildings are also vulnerable to seismic activity due to the absence of earthquake-resistant designs. Poor insulation and ventilation contribute to mold growth and poor air quality, and radon resistant new construction has only been required in Portland since 2013. Finally, older buildings often do not comply with modern building codes, making thorough inspections and renovations essential for safety and habitability.

**RESIDENTIAL REAL ESTATE MARKET CONDITIONS**

While the TIF District contains an important area for manufacturing and warehouse services for the city, as well as a key historic commercial corridor in NE Portland, almost 40 percent of existing uses within the TIF District boundary are residential. The neighborhoods within the TIF District serve an increasingly diverse community of residents, including many immigrants, and a mix of young families and aging households. Demand for housing in the area is relatively strong, but conditions in the real estate market present challenges to adding additional needed housing to meet community needs.

- Lower rents in the TIF District limit the potential for residential development, despite more demand for housing in the area.** Market-rate rents for multi-dwelling units in the Sumner-Parkrose-Argay-Columbia Corridor TIF District are about 20 percent lower than Portland as a whole, at an average of \$1.66 per square foot compared with \$2.04 citywide, as shown in Table Q. Compared to areas of the city with comparable development costs and incentives, the TIF District’s low rents make the area less attractive for new residential development. This dynamic can be observed in the slower growth of multi-dwelling housing in TIF District compared to Portland overall. Between 2000 and 2024, the TIF District expanded its multi-dwelling housing stock by 123 percent compared to a 170 percent increase across the city. Fewer new housing units in the TIF District contributes to a lower vacancy rate (6.7 percent compared to 7.2 percent citywide) which indicates a more constrained housing market and higher demand for housing. Yet as of the first quarter of 2024, no new units were under construction in the TIF District.

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

	SPACC TIF DISTRICT	PORTLAND
Multi-Dwelling Units (% of year 2000 total)	123%	170%
Vacancy Rate	6.7%	7.2%
Under Construction (Units)	0	5,183
Asking Rent (per square foot)	\$1.66	\$2.04

Source: CoStar, 2024 Q1.

- The TIF District lacks an adequate affordable housing supply.** According to the Portland Housing Bureau, the TIF District has 350 subsidized housing units out of a total of almost 5,700 homes. Of these units, 93 percent are designated for very low income (31–60 percent of Area Median Income) and 7 percent are designated for extremely low income (0–30 percent of Area Median Income). There are no low-income (61–80 percent of Area Median Income) or moderate-income (81–100 percent of Area Median Income) subsidized housing units within the TIF District boundary. The small share of affordable housing contributes to the higher rate of cost burden for renter households within the TIF District, at 59 percent.
- Most multi-dwelling housing units in the TIF District are considered naturally occurring affordable housing (NOAH).** NOAH is generally defined as units whose rents are not regulated, but that rent on the open market at rates that are affordable to households earning 60 percent or less of Area Median Income. Often these buildings are older, with fewer building amenities, or in need of repair. NOAH properties are vulnerable to redevelopment and repositioning at

higher rents, which can lead to displacement of existing residents. Approximately 57 percent of the TIF District’s market rate multi-dwelling units qualify as NOAH compared to 36 percent citywide.<sup>24</sup>

- **Manufactured homes are the third most common type of housing in the TIF District.** Four manufactured home parks in the TIF District provide 171 housing units. Manufactured homes account for 3 percent of housing in the Sumner-Parkrose-Argay-Columbia Corridor TIF District, compared to 1 percent citywide. Manufactured homes tend to be more affordable than other single-dwelling housing and provide an opportunity to build moderate wealth for their owners. Yet because manufactured homeowners do not own the land underneath their homes, they are especially vulnerable to increases in land rents and utility services for their homes, which can cause displacement.
- **Homeownership is more common in the TIF District, but home values are lower than the city median.** Sixty-two percent of residents are homeowners compared to 53 percent of Portlanders. In 2023, the median home sale price in the district was \$95,000 lower than Portland’s median home sale price.<sup>25</sup> Lower and slow-growing home values can make it difficult for homeowners to weather economic shocks or keep up with maintenance and critical repairs due to lower incomes and more limited access to home equity credit.

## OFFICE REAL ESTATE MARKET CONDITIONS

There are 51 office buildings and a total of 3,860 square feet in the TIF District, with a concentration of office uses along NE Sandy Boulevard between NE Beech Street and NE 122<sup>nd</sup> Avenue. Office rents in the area are much lower than citywide averages, at \$18.23 per square foot compared to \$26.88 in Portland, as shown in Table R. No new office space has been built in the Sumner-Parkrose-Argay-Columbia Corridor TIF District since 2003 and office vacancies are significantly lower than Portland averages, at 1 percent compared with 18 percent citywide. About 79 percent of existing offices are small scale buildings with less than 3,000 square feet, including converted single-dwelling homes. Of the remaining office properties, about one third are medical offices. The large share of small-scale offices in the Sumner-Parkrose-Argay-Columbia Corridor TIF District, combined with overall low vacancy rates suggests a need for affordable commercial spaces to accommodate small service-based businesses that serve the area. As of the first quarter of 2024, there are no new offices under construction within the TIF District or in Portland overall, likely due to the continuing effects of COVID-19 on remote work patterns.

**Table R. Office Market Conditions, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

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

<sup>24</sup> CoStar, 2024. Analysis by ECONorthwest, May 2024. This analysis includes rental properties with more than 10 units. ECONorthwest modeled rents for properties that were missing rent data based on similar features (size, building age, amenities, etc.) of properties with recorded rent data.

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

Source: CoStar, 2024 Q1.

### RETAIL REAL ESTATE MARKET CONDITIONS

Service and retail businesses form the largest share of commercial activity within the TIF District. Since 2000, retail inventory has increased slightly, in line with trends for the city as a whole. Retail rents in the District are lower than the Portland average, as shown in Table S. The vacancy rate for retail uses within the TIF District is also lower (4.1 percent) than the city overall (5.2 percent), indicating considerable demand for affordable commercial spaces within the District’s business corridors. Despite this demand, there is no new supply in the development pipeline within the TIF District boundary.

**Table S. Retail CoStar Market Conditions, Sumner-Parkrose-Argay-Columbia Corridor TIF District, 2024**

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

Source: CoStar, 2024 Q1.

### INDUSTRIAL REAL ESTATE MARKET CONDITIONS

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

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

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

Source: CoStar, 2024 Q1.

## Portland Planning Commission

Mary-Rain O'Meara, Chair

Erica Thompson, Vice Chair

Nikesh Patel

Steph Routh

Michael Pouncil, Vice Chair

Michael Alexander

Brian Ames

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 Sumner-Parkrose-Argay-Columbia Corridor Tax Increment Finance District Plan (**SPACC 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 24, 2024, and on October 8, 2024, voted unanimously to recommend that City Council adopt the amendment, finding it in conformance with Portland's *Comprehensive Plan*, and to recommend that City Council adopt the SPACC Plan.

The proposed plan estimates generating \$310 million in tax increment funding resources over the life of the district. The Portland Housing Bureau and Prosper Portland, in coordination with community stakeholders, are prioritizing investments in affordable housing; economic and urban development; and public infrastructure. In creating the plan, the East Portland TIF Exploration Steering Committee and SPACC Working Group (formerly the Parkrose-Columbia Corridor Working Group) identified the following priorities specific to the area: buffers between industrial and residential land and desire for mutually beneficial development; recreational improvements to publicly accessible open spaces, including the Columbia Slough; workforce training center(s) and spaces to learn additional skills and acquire certifications; and remediation and redevelopment of sites along Sandy Boulevard. The Planning Commission strongly supports these priorities and encourages the Portland Housing Bureau and Prosper Portland to continue action planning with the community 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.



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The SPACC Plan is in conformance with Portland's *Comprehensive Plan*, in particular by supporting and implementing Guiding Principles on Economic Prosperity and Equity, and the Goals and Policies of Chapter 2 Community Involvement, Chapter 3 Urban Form, Chapter 5 Housing, and Chapter 6 Economic Development. The SPACC Plan's goals and implementation principles support benefitting existing residents and businesses by emphasizing and providing resources for preserving existing affordable housing and economic opportunities and the prevention of involuntary residential and business displacement. The Plan intentionally limits spending on general public infrastructure to ensure more funds directly support household and businesses stabilization efforts.

It is vitally important for the City to continue to invest in East Portland. We strongly urge the City Council to adopt the SPACC Plan. Thank you for considering our recommendation.

Sincerely,



Mary-Rain O'Meara  
Chair





October 2024

# Sumner Parkrose Argay Columbia Corridor 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 .....	130
5.	Area Plans .....	135

# 1. Introduction

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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 District Plan establishing the TIF District by non-emergency ordinance. The ordinance adopting the TIF District 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 District 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 District 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).

This report provides the required findings to demonstrate that the proposed Sumner Parkrose Argay Columbia Corridor (SPACC) 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

The Comprehensive Plan recognizes that, when applying goals and policies to particular situations such as the adoption of a new TIF District Plan, there may be competing or conflicting policies. As a result, such proposals 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

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## 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 SPACC TIF District Plan involved extensive community involvement, including a Steering Committee made up of East Portland community stakeholders, district-specific Working Groups made up of neighborhood representatives, and facilitated community discussions (see the Engagement Summary included as Appendix 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 SPACC 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 implement Goal 1 at a local level, the SPACC 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 SPACC 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 SPACC 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 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 SPACC 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 SPACC TIF District Plan does not amend existing natural resource protections or environmental overlay zones (Zoning Code Chapter 33.430). The Plan will authorize funding for new natural areas within the District, which supports implementation of this goal in the city. Therefore, SPACC TIF District Plan is consistent with the natural resource elements of Goal 5.
- ◆ **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 SPACC TIF District Plan does not change this program. Therefore, the SPACC TIF District Plan consistent with the scenic elements of Goal 5.
- ◆ **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 SPACC 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 SPACC TIF District 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. The Plan will authorize funding for new natural areas, parks, and trails within the District, which supports implementation of this goal in the city. Therefore, the SPACC TIF District Plan is consistent with the open space elements of Goal 5.

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 natural areas, parks, and trails in the City and does not interfere with the implementation of the City’s existing programs that implement this goal, the SPACC 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 and directs regulatory compliance with these requirements. The SPACC 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 SPACC 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, to avoid development in areas where hazards cannot be mitigated, and to 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 important to hazard preparedness, 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 SPACC 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 SPACC TIF District Plan does authorize funding for green infrastructure and other climate resilience investments, as well as seismic, fire suppression, and other public safety improvements. Since the SPACC 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 SPACC TIF District Report, only 64 percent of households in the proposed TIF District are within a half-mile of a park. The TIF District Plan authorizes funding for parks and recreation investments such as new parks and natural areas, new and updated community centers, resilience hubs, community gardens, athletic facilities, and public exercise equipment. The TIF District will support implementation of Goal 8 in the TIF District area and is consistent with this Goal.

### **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 SPACC 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 developing is a central component of the SPACC TIF District Plan. The plan contains values, goals, and projects aimed at supporting equitable economic prosperity within the District (see SPACC TIF District Plan, Sections 3.1, 3.3, and 4.2). The District will provide a funding source for projects that retain, create, and expand economic opportunities through investments in commercial, industrial and mixed-use properties, affordable and middle-income housing, and in residential properties where home-based businesses operate. 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 SPACC 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 its 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 SPACC 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.

A central component of the SPACC TIF District Plan is the preservation and creation of affordable, stable housing for families and individuals, and the plan contains values, goals, and projects that support this effort (see SPACC TIF District Plan, Sections 3.1, 3.3, and 4.2). TIF funds may be used for activities that support property acquisition, pre-development, development, rehabilitation and/or preservation of affordable and middle-income housing. 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 SPACC 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 SPACC 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 SPACC TIF District Plan will provide a source of funding for critical public safety improvements, transportation improvements, green infrastructure and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in the Plan, as well as new parks and natural areas, and other needed street and utility improvements within the District (SPACC TIF District Plan, Section 4.2 TIF District Plan.)

The SPACC 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 SPACC 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 SPACC 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 SPACC 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 along the 82nd Avenue corridor. The SPACC 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 SPACC TIF District Plan, Section 4.2). The SPACC 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 SPACC TIF District Plan does not amend any of the City’s existing policies or programs that implement Goal 12, and the TIF projects will support a safe and convenient transportation system within the District, the SPACC 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 SPACC TIF District Plan does not adopt or amend a local energy policy or implementing provisions. The SPACC TIF District Plan supports energy conservation by authorizing funding for community solar projects and energy efficiency upgrades for low-income homeowners. The Plan also authorizes funds to be used for climate and resiliency projects and projects that support compact development, such as multi-dwelling housing and pedestrian and bicycle infrastructure. These projects support energy conservation and around the TIF District. The SPACC 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 SPACC 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 SPACC 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 SPACC 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 SPACC TIF District Plan does not affect any land or water within the Willamette River Greenway. Therefore, the SPACC TIF District Plan is consistent with Goal 15.



# 3. Portland Comprehensive Plan

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The Comprehensive Plan contains a broad range of policies for the City Council to consider when evaluating whether the proposed TIF District 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 District 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 vision of the SPACC TIF District Plan. The SPACC TIF District Plan includes values, goals, and principles that align with the Comprehensive Plan’s guiding principle of economic prosperity:

- ◆ Values (Section 3.1 of the Plan document):
  - Equitable and Inclusive Economic Growth
- ◆ Goals (Section 3.3 of the Plan document):
  - Residents of the SPACC TIF District will have access to meaningful, living-wage employment and economic opportunities, and new investment will bring community benefits including education, workforce training, renewable energy resources and environmental assets, and neighborhood amenities.
  - Small businesses within the SPACC TIF District will continue to be supported and retained; relationships and partnerships within the area are strong, supporting information-sharing, community-building, a more circular economy within and between diverse communities, and hyper-local resources for employment and healthcare.
- ◆ Principles that Guide Implementation (Section 4.1 of the Plan document):
  - B. Strategically Sequence Investments Over Time
  - G. Create Equitable Contracting and Employment Opportunities
  - H. Prioritize and Support Community-based Organizations and Businesses



One of the Plan’s four categories of proposed projects and major activities is economic development (Section 4.2 document). Under this category, Tax Increment Financing funds may be used for activities that support:

- ◆ Land acquisitions and land banking for future commercial and mixed-use development that preserve, expand, or create new opportunities for local businesses, nonprofits, and living wage jobs.
- ◆ Development, redevelopment, and renovation that prevent the displacement of local businesses and community-based institutions; improve the safety, condition, and climate resiliency of existing commercial buildings; and create infrastructure that supports food carts, temporary businesses, and other low-barrier opportunities for startup businesses and nonprofits.

Because the planned projects will advance economic prosperity in the TIF District, the SPACC 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:** 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 SPACC TIF District Report, NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue are both part of the Vision Zero High Crash Network with a high number of traffic incidents and pedestrian-involved crashes, and the corridor has been a focus area in the City for transportation safety improvements.

The Plan focuses on providing safe active transportation options, as well as access to recreational opportunities and safe, decent and affordable housing options for residents in the district. Tax Increment Financing funds may be used for:

- ◆ Connectivity and accessibility projects that “improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges.”
- ◆ Public recreation investment projects that “support resilience, recreation, public and personal health outcomes, community gathering space and food access in public spaces” and “prioritize new parks and natural areas; new and updated community centers; resilience hubs; community gardens, athletic facilities such as basketball courts and soccer fields, and public exercise equipment (outdoor, permanently installed).”
- ◆ Affordable housing projects that:
  - Provide home repair assistance relating to life safety for low-income homeowners



- Develop new affordable rental housing in a variety of unit sizes, including family-sized units (two bedrooms or larger)
- Provide funding to rehabilitate and preserve the affordability of existing regulated affordable housing
- Prioritize housing development for people experiencing houselessness, and provide limited resources for capital expenditures related to community services, including the creation of sanitation facilities

Through these projects, the SPACC TIF District Plan will help advance human health for residents in and around the District. Therefore, the SPACC 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:** One of the goals in the SPACC TIF District Plan is to spur innovation, and provide incentives for energy efficiency, renewable energy, stormwater management, climate resiliency, and robust environmental standards in affordable housing and middle-income and market-rate housing, commercial and industrial projects. This goal advances the Plan principle to “Advance Climate Action and Environmental Stewardship.” In support of this goal and principle, the TIF District will provide funding for projects that:

- ◆ Invest in green infrastructure and/or other climate resilience investments
- ◆ Improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges, and prioritize connections and pedestrian-scale lighting near commercial corridors, schools, parks and other institutions
- ◆ Provide energy efficiency upgrades for low-income homeowners
- ◆ Support resilience, recreation, public and personal health outcomes, community gathering space and food access in public spaces, and prioritize new parks and natural areas, resilience hubs, and community gardens

These projects will help support environmentally sustainable development within accessible, walkable, bikeable 20-minute communities, and support energy efficiency, renewable energy, stormwater management, climate resiliency in the District. Therefore, the SPACC 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 is a value identified by the TIF District Steering Committee/Working Group to provide direction for the process of planning, implementing and overseeing TIF investment within the District. Development of the SPACC TIF District Plan also involved a comprehensive community engagement process that gathered feedback from the community to inform the TIF District boundaries, visions, values, goals, project list, investment priorities, and governance considerations and to ensure that the TIF District boundary, plan, and report adequately addressed and prioritized community needs, desires, challenges, and opportunities. This approach ensured that diverse community voices were heard and that the TIF process was made transparent and accessible to all community members (see Exhibit B of this report).

The SPACC TIF District Plan intends to help advance community goals for equitable development and housing, with residential development supporting goals for affordable housing, housing that serves multigenerational households, environmental justice, improved transportation safety, and increased ownership opportunities (See SPACC TIF Report and SPACC TIF District Plan). Therefore, the SPACC TIF District Plan is consistent with the equity 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:** The SPACC TIF District Plan envisions a district where the community is stable and resilient in the face of climate change, natural disasters, and related impacts to health and the environment. One of the principles guiding implementation of the TIF District Plan involves reducing barriers, spurring innovation, and providing incentives around energy efficiency, renewable energy, stormwater management, climate resiliency, and robust environmental standards in residential, commercial and industrial projects. In support of this goal, the TIF District will provide funding for projects that:

- ◆ Support the stabilization of residents, small businesses, and community-supportive institutions to be resilient to economic pressures.
- ◆ Invest in green infrastructure and/or other climate resilience investments
- ◆ Provide energy efficiency upgrades for low-income homeowners
- ◆ Support resilience, recreation, public and personal health outcomes, community gathering space and food access in public spaces, and prioritize new parks and natural areas, resilience hubs, and community gardens
- ◆ Support climate, resilience and community solar projects, and/or seismic, fire suppression, other public safety improvements for commercial and mixed-use development, redevelopment and renovation projects



- ◆ Invest in critical public safety improvements, transportation improvements, green infrastructure and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in the Plan

The SPACC TIF District Plan will be implemented through Action Plans, which require analysis of potential investments. The TIF District Plan notes that this analysis should include an evaluation of the potential for TIF-funded projects to contribute to displacement, especially through upward pressure on property values and rents, and to identify measures to mitigate displacement impacts. Mitigation measures could include foregoing, delaying, or revising the project or incorporating other benefits (SPACC TIF District Plan, Section 4.1). Through these projects and implementation guidelines, the SPACC TIF District Plan will help to increase resilience for people in and around the District. Therefore, the SPACC TIF District Plan is consistent with the resilience 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 SPACC 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:** Prosper Portland and the Portland Housing Bureau led the process of coordinating with partner bureaus and agencies in the TIF District planning process. A staff member from the Bureau of Planning and Sustainability (BPS) attended Working Group meetings to provide policy, land use and zoning information to inform that group's decisions. City bureaus and other agencies responsible for infrastructure reviewed early drafts of the TIF District Plan and provided input that informed the Plan's proposed projects. The SPACC 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 SPACC 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 SPACC 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 SPACC 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 SPACC 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 SPACC TIF District Plan must demonstrate compliance with the Comprehensive Plan. Section 3 of this Findings report as well as the associated documents demonstrate 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

*Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.*

### Policy 1.5 Zoning Map

*Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.*

**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 SPACC 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 SPACC 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 SPACC 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 and associated documents serve to demonstrate that the SPACC 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 1.8.

### **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 SPACC 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

**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 SPACC 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 SPACC 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 goals 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, along with the TIF Report and Plan, demonstrate that the SPACC 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 SPACC 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 SPACC 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 SPACC 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 SPACC 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 SPACC TIF District Plan is considered an implementation tool.

Improving and expanding infrastructure for safety, connectivity, resilience to natural hazards, and access to recreation is a central element of the SPACC TIF District Plan. The Plan authorizes funding for:



- ◆ Street, utilities and green infrastructure improvements; connectivity and accessibility; public recreation, safety, health and resilience investments.
- ◆ Infrastructure investments triggered by development, redevelopment or renovation activities that prioritize innovative, sustainable solutions to the City’s infrastructure system.

Through these improvements, the TIF District Plan will help ensure the adequacy of public facilities in the District. Therefore, the 82<sup>nd</sup> Avenue Area TIF District Plan is consistent with Policy 1.14.

### **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:** Prosper Portland included representatives from key taxing jurisdiction partners, including Multnomah County and the school districts, on the Steering Committee and the Working Groups. Per the requirements of ORS 457, all taxing jurisdiction partners will receive fiscal impact statements and Prosper staff will be available to answer questions and respond to any concerns. Prosper partnered with the Affiliated Tribes of Northwest Indians Economic Development Corporation to discuss potential opportunities for TIF to support tribal and Native entrepreneurs and members. The SPACC TIF District Plan is therefore 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 SPACC 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 SPACC TIF District Plan at a public hearing on September 24, 2024 and then on October 8, 2024, at a second public hearing, voted unanimously to recommend it to City Council. The Planning Commission fulfilled its responsibilities as outlined in this policy. The SPACC 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 SPACC TIF District boundary intersects with areas included within the Cully Neighborhood Plan and the



Cully-Parkrose Community Plan. See the findings in Section 5 of this Findings Report for more details.

## 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 SPACC TIF District Plan engagement process was initiated through the East Portland TIF Exploration Steering Committee and geographically-specific Working Groups. This 11-month process sought to gather feedback and insight from a robust range of East Portland stakeholders to inform the TIF district boundaries, visions, values, goals, project list, investment priorities, and governance considerations. The East Portland TIF Exploration engagement plan incorporated 12 Steering Committee meetings, 13 Working Group meetings, multiple in-person community open houses (including several with simultaneous interpretation offered), a video, an informational pamphlet and flier, and a survey—with the survey translated into Spanish, Karen, Russian,, Traditional Chinese, Vietnamese, Arabic and Somali, and the pamphlet additionally translated into Swahili, Oromo, Tigrinya, Pashto, Farsi, Dari, Burmese, Amharic, Nepali, and Ukrainian. Prosper Portland also briefed various business associations and neighborhood associations (e.g., East Portland Chamber of Commerce, Sumner Neighborhood Association, Parkrose Neighborhood Association, Argay Terrace Neighborhood Association) and initiated contracts with culturally-specific community organizations (e.g., Ebony Collective, ATNI-EDC, Immigrant and Refugee Community Organization) and other community-based organizations (e.g., PDX Saints Love, The Pathfinder Network, Historic Parkrose) to further community outreach.

Input from the SPACC Working Group informed the boundary of the TIF District, with guidance on including industrial lands, access to the Columbia Slough, and a key commercial corridor along NE Sandy Boulevard west of Interstate 205. The Working Group encouraged funding for affordable homeownership and rental housing, programs to support BIPOC home and business ownership and wealth building, and investments that increase living wage job opportunities. Broader engagement with area residents, business owners, and community organizations highlighted several priorities that are reflected in the TIF District Plan, including safety improvements for pedestrians, buffers between residential and industrial land, support for multigenerational housing, and



improved parks and green spaces. The SPACC 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 East 205 TIF District Plan establishes community-vetted values, visions, and goals around ensuring community-led decision-making, building community grassroots leadership, and creating opportunities for culturally diverse residents to be educated about and engaged in the planning, investment, and implementation of the TIF District Plan (East 205 TIF District Plan, Sections 3.1, 3.2, and 3.3). Further, the Community Governance Charter (SPACC TIF District Plan, Exhibit E) institutionalizes the representation, centering, and elevation of Priority Communities, which are people systemically vulnerable to exclusion from the Sumner-Parkrose-Argay-Columbia Corridor area due to gentrification and displacement, including African American and Black persons; Indigenous and Native American persons; persons of color; immigrants and refugees of any legal status; renters; manufactured dwelling residents; persons with disabilities; elders and youth; LGBTQIA+; low-income people; houseless people; and women.. The SPACC 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:** To meaningfully engage a diverse array of stakeholders, the SPACC TIF District Plan engagement process incorporated simultaneous interpretation and translation services into engagement avenues, such as community open house presentations. Presentations were provided in-language including Spanish, Nepali, Rohingya, Cantonese, Vietnamese, and Somali, among others. Survey and educational materials were translated into multiple languages (Spanish, Vietnamese, Chinese, Karen, Somali, Russian, Arabic, Dari/Farsi, Pashto, Swahili, Tigrinya, Oromo, Amharic, Ukrainian, Burmese, and Nepali), and Prosper Portland intentionally partnered with and funded culturally-specific community organizations (e.g., Black Community of Portland, APANO/Jade District, Immigrant and Refugee Community Organization) and other community-based organizations (e.g., The Pathfinder Network, Oregon Walks, Historic Parkrose) to further community outreach. The TIF District Plan, therefore, conforms with Goal 2.C around incorporating diverse cultural perspectives.



## 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 the SPACC TIF District Community Governance Charter (see Exhibit E of the SPACC TIF District Plan), Portland City Council will make the final TIF implementation and investment decisions; however, these decisions will be made through a co-creation process where the City staff, the Directors of Prosper Portland and PHB, the Portland City Council and the Prosper Portland Board of Commissioners will be informed and guided by the established SPACC TIF District Community Leadership Committee. This advisory committee of community stakeholders will be convened to inform future Five-Year Action Plans for the SPACC TIF District as the main mechanism for ongoing reporting, transparency, and implementation oversight (SPACC TIF District Plan, Chapter 4.1; Exhibit E Section 1.ii.1-5). The SPACC 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, Working Groups, survey, open houses, presentations to business and neighborhood associations, and other direct engagement targeted to those within the SPACC TIF District area ensured a multitude of ways for community stakeholders to meaningfully participate in and influence the SPACC TIF exploration planning and investment decision-making processes. The information gathered from the Steering Committee, Working Group, open houses, tabling at community events (e.g., Sunday Parkways, resource fairs), online survey, virtual office hours, and community briefings were utilized to develop revised district boundaries, project lists, and priorities. The SPACC TIF District Plan 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 (SPACC TIF District Plan, Exhibit B). The SPACC TIF District Plan is consistent with Goal 2.E.

## 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, Working Groups, surveys, open houses, a community project manager, and direct engagement, the SPACC TIF District Plan ensured a multitude of ways for community stakeholders to access and participate in the East Portland TIF Exploration planning and investment decision-making processes. Combined with various communication tactics, including social media promotion, a brief YouTube video, newsletter, East Portland TIF Exploration webpage, emails to the interested parties list (individuals who signed up for East Portland TIF Exploration updates), and interpretation services and translated education materials, this multi-pronged engagement plan draws from best practices of robust and intentional community engagement. The SPACC TIF District Plan is consistent with Goal 2.F.

## **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:** To increase the capacity and reach of the SPACC TIF District Plan engagement process, Prosper funded a community project manager within a community-based organization to facilitate engagement opportunities and be a resource for the community throughout the East Portland TIF Exploration engagement process. Additionally, Prosper Portland issued grants for community-based organizations to lead engagement opportunities of their choice, which met the specific needs of their members and empowered them to partner with the City to build capacity. Prosper Portland initiated contracts with 12 community-based organizations, including Ebony Collective, Oregon Walks, Black Community of Portland, Leaders Become Legends, PDX Saints Love, The Pathfinder Network, Historic Parkrose, APANO/Jade District, Division-Midway Alliance, The Rosewood Initiative, Affiliated Tribes of Northwest Indians–Economic Development Corporation, and Immigrant and Refugee Community Organization. Additionally, business associations and neighborhood associations were briefed on the exploration effort to both increase awareness and secure direct input. The SPACC 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:** The SPACC TIF District Plan values, vision, and goals were affirmed and vetted by a Steering Committee composed of key community stakeholders (SPACC TIF District Plan, Sections 3.1, 3.2, and 3.3). These stakeholders represented various public institutions and partners representing affordable housing, economic development, and non-profits. The committee also includes individual community members (e.g., small business owners and residents). In-person public engagement was led through collaborative partnerships with the Rosewood Initiative, Division Midway Alliance, Historic Parkrose, and the Jade District. Further, Prosper Portland initiated grant contracts with multiple organizations to conduct additional engagement, including Ebony Collective, Oregon Walks, Black Community of Portland, Leaders Become Legends, PDX Saints Love, The Pathfinder Network, Affiliated Tribes of Northwest Indians-Economic Development Corporation, and Immigrant and Refugee Community Organization. The SPACC TIF District Plan is consistent with Policy 2.1.

## **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 for this TIF District included the East Portland TIF Exploration Steering Committee and geographically-specific Working Groups. The Steering Committee was comprised of members from public institutions and partners representing affordable housing, economic development, and nonprofit organizations. The Working Group for the SPACC TIF District Plan was comprised of 10 community members with deep knowledge and connection to the exploration area, including residents, representatives of neighborhood/business associations, employers, business owners, school districts, cultural/community organizations, advocacy groups, and housing organizations. Additionally, Prosper Portland staff led briefings with neighborhood and business associations and community organizations, including East Portland Action Plan, Thrive, SE Uplift, The Pathfinder Network, East Portland Chamber of Commerce, and Venture Portland. The SPACC TIF District Plan is consistent with Policy 2.2.

## 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 SPACC TIF District Plan institutes a vision and a set of goals to commit to and support the promotion of environmental justice (SPACC TIF District Plan, Sections 3.1, 3.2, 3.3). The community-affirmed SPACC TIF District Plan's vision includes investments in creating a healthier climate and a circular, sustainable economy where the community is stable and resilient in the face of climate change, natural disasters, and related impacts on health and the environment (SPACC TIF District Plan, Section 3.2). The community-vetted SPACC TIF District Plan goals that support this vision include addressing climate, health, and safety needs through investments that create cleaner air and water, accessible and inclusive amenities and increase the walkability and vibrancy of the District. Further, as described in its implementation section, TIF-funded development and projects will seek to increase climate resilience and community health via investments, including lowering carbon-energy supply while improving renewable energy production (SPACC TIF District Plan, Section 4.2). The SPACC TIF District Plan is consistent with Policy 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 SPACC TIF District Plan’s investments and implementation will be advanced in a manner consistent with the goals, values, and implementation principles identified in Chapter 3 and Sections 3.2 and 3.3 of the SPACC TIF District Plan. Specifically, the TIF District includes a goal to prevent the displacement of vulnerable people, communities, businesses, and community-based institutions and a guiding principle to ensure TIF investments respond to the reality that climate disaster and environmental inequities as a driving force of displacement (SPACC TIF District Plan, Section 4.1). The SPACC TIF District Plan is consistent with Policy 2.4.

## **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:** Community feedback informed the establishment of the SPACC TIF District boundary, vision, goals, and investment priorities. The engagement process for the TIF District included conducting surveys, employing multilingual communications, and organizing inclusive public events. The in-person engagement was led by the community project manager in collaboration with the Rosewood Initiative, Historic Parkrose, and the Jade District. Along with other community-based organizations hosting engagement activities, each of the NPN organizations hosted a Community Open House featuring presentations delivered in English and some utilizing simultaneous interpretation into languages including, but not limited to, Spanish, Nepali, Rohingya, Cantonese, Vietnamese, and Somali. These events collectively attracted over 100 registrants and participants. Furthermore, in March 2024, Prosper Portland convened a community leader gathering aimed at fostering relationships with community-based organizational partners for broader outreach efforts. Specific community and culturally focused organizations, identified by working group members, were directly invited to participate in this initiative. Additionally, Prosper Portland awarded grants to community-based organizations, enabling them to lead engagement activities tailored to the unique needs of their members, thereby enhancing their capacity to collaborate with the City. The SPACC 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:** The Community Open House presentations conducted under Phase 3 of the East Portland TIF Exploration engagement process engaged the broader community in TIF exploration. With over a total of 100 registrants, presentations covered the TIF process and examples of TIF-funded projects, enhancing participants' understanding of land use and urban development. Interactive activities addressed community concerns, questions, and essential needs, enabling further understanding and engagement. The presentation was delivered four times in English with simultaneous interpretation into Spanish, Nepali, Rohingya, Cantonese, Vietnamese, and Somali, among other languages, ensuring that non-English speaking members could participate, thereby broadening the educational reach. Moreover, collaborations with local organizations like the Rosewood Initiative, Historic Parkrose, and the Jade Districts utilized established communication channels (i.e., email lists, newsletters, social media, and word of mouth) to disseminate information more widely. Engagement efforts also included interactive activities that captured community “must-haves,” concerns, and questions, addressing shared concerns such as community displacement—especially among those affected by previous TIF districts—and affordability in redeveloped neighborhoods. In Phase 4, Prosper staff facilitated further engagement activities, events, and office hours and created an informational pamphlet on East Portland TIF Exploration available in multiple languages, including Spanish, Vietnamese, Chinese, Karen, Somali, Russian, Arabic, Dari/Farsi, Pashto, Swahili, Tigrinya, Oromo, Amharic, Ukrainian, Burmese, and Nepali. Staff were also available to provide briefings for community organizations upon request. The SPACC TIF District Plan is consistent with Policy 2.6.

## 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:** Policy 2.7 is generally interpreted to apply to broader approaches to community engagement instead of specific legislative projects. However, as outlined in Phase 4 of the East Portland TIF Exploration Engagement Summary (SPACC TIF District Plan, Exhibit B), Prosper staff partnered with various organizations to lead and facilitate their engagement process. Additionally, the added support of translation and interpretation services helped Prosper staff build their capacity to work with non-English speakers. Alongside building out Prosper's relationship networks, these partnerships align the SPACC TIF District Plan engagement process with Policy 2.7 by increasing staff capacity, skills, and confidence in conducting engagement with underserved communities. The SPACC TIF District Plan is consistent 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. The SPACC TIF engagement process was done in accordance with Policy 2.8 by maintaining the City's established communication processes. Initially, the SPACC TIF District process began through a resolution in 2023, sponsored by the Planning Commission and the Mayor, and then adopted by the City Council. The Planning Commission appointed the East Portland Steering Committee, and City staff participated through the entire engagement process. Additionally, Proser held three joint Working Group/Steering Committee meetings and intentionally invited the Commissioner to these meetings to ensure open and transparent communication among all community members on any advisory body. To maintain these two-way channels, the SPACC TIF District Plan has adopted a Community Governance Charter that establishes the SPACC TIF District Community Leadership Committee and issues formal guidance on the co-creation processes for TIF-related implementation and investment (SPACC TIF District Plan, Exhibit E, Section 1).

### 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 documented in Attachment A (Existing Conditions) of the SPACC TIF District Report, all data on demographic conditions within the TIF District was compiled from public sources, including the United States Census Bureau's 2018–2022 American Community Survey (ACS) 5-year estimates. Data was gathered from 46 Census Bureau block groups selected for their comprehensive representation of the area's demographic and social characteristics, encompassing an area that is larger than the boundary of the TIF District. In addition to the sources outlined in Report Attachment A, the East Portland TIF Exploration public engagement efforts included sharing data with the Steering Committee and opportunities for Working Group members to share their knowledge and expertise to help establish the SPACC TIF District boundary (parcel by parcel) and interpret larger-scale data at a localized scale. These engagement efforts ensured data collection and interpretation were made in a way that aligned the SPACC TIF District's goals, vision, and boundary with the Steering Committee and Working



Groups' understanding of the community. The SPACC TIF District Plan is consistent with Policy 2.9.

### **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:** During Phase 1 of the engagement process (SPACC TIF District Plan, Exhibit B), Steering Committee members were provided with multiple meeting opportunities to explore SPACC TIF District-related boundary acreage and mapping, quantitative data analysis, and review of existing plans and priorities. This Steering Committee was tasked with providing guidance on the East Portland TIF Exploration process. During, Phase 2 of the East Portland TIF Exploration engagement process, Prosper Portland staff relied on the expertise of Working Groups, as well as on input received at engagement events, to help the staff interpret and understand the various demographic, employment, housing, and commercial-related data trends at a smaller, more localized scale. Therefore, due to its provision of meaningful opportunities for mapping and data analysis, the SPACC TIF District Plan engagement process is in consistent with Policy 2.10.

### **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 documented in Attachment A (Existing Conditions) in the SPACC TIF District Report, all the data on demographic conditions within the TIF District was compiled from public sources, including the United States Census Bureau's 2018–2022 American Community Survey (ACS) 5-year estimates. Additional publicly available data analyzed and shared by Prosper staff include data from the City of Portland's Bureau of Planning and Sustainability, the Bureau of Housing, and Prosper's Corridor Analysis. Therefore, the SPACC TIF District Plan is consistent with Policy 2.11.

## **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 East Portland TIF Exploration engagement summary (SPACC TIF District Plan, Exhibit B), the first Steering Committee and Working Group meeting provided the established East Portland TIF Exploration Steering with the opportunity to discuss the Steering Committee and Working Groups' Roles and responsibilities. These roles and responsibilities include informing the TIF District Plan boundaries, visions, values, goals, project list, investment priorities, and governance considerations and ensuring that the TIF District Plan boundary, plan, and report adequately address and prioritize community needs, desires, challenges, and opportunities. The SPACC TIF District Community Governance Charter (SPACC TIF District Plan, Exhibit E) lays out the specific roles of City bureaus, elected officials, and participants, including government agencies, in addition to community and neighborhood stakeholders. The SPACC TIF District Plan is consistent with Policy 2.12.

## 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:** The SPACC TIF District Community Governance Charter (SPACC TIF District Plan, Exhibit E) describes the decision-making and co-creation process for the project sponsorship, purpose, and design of the TIF District. This co-creation process involved City staff, the Directors of Prosper Portland and the Portland Housing Bureau, the Portland City Council, and the Prosper Portland Board of Commissioners, who were informed and guided by the SPACC TIF District Community Leadership Committee. The SPACC TIF District Plan is consistent with Policy 2.13.

## 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:** As described in the SPACC TIF District Community Governance Charter (SPACC TIF District Plan, Exhibit E), the Portland City Council will make the final TIF implementation and investment decisions. However, the established SPACC TIF District Community Leadership Committee informed and guided City staff, the Directors of Prosper Portland and the Portland Housing Bureau, the Portland City Council, and the Prosper Portland Board of Commissioners on various elements related to SPACC TIF District planning and investment processes. The SPACC TIF District Plan establishes an avenue for ongoing community input and influence by way of an advisory committee of community stakeholders who will be convened to inform future Five-Year Action Plans



for the TIF District (SPACC TIF District Plan, Chapter 5.1 and Exhibit E). The SPACC TIF District Plan is consistent with Policy 2.14.

### **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 East Portland TIF Exploration engagement process informed the SPACC TIF District Plan’s district boundary, visions, values, goals, project list, and investment priorities. This engagement process is summarized in SPACC TIF District Plan, Exhibit B, which outlines the various engagement avenues, meeting topics, community feedback summaries, and how such feedback will advise the SPACC TIF District decision-making bodies. The SPACC TIF District Plan is consistent with Policy 2.15,

## **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 East Portland TIF Exploration community engagement process sought to gather feedback and insight from a robust range of East Portland stakeholders. The East Portland TIF Exploration Steering Committee did not collect demographic information about those engaged. However, to meaningfully engage a diverse array of stakeholders and to be consistent with Policy 2.24, the East Portland TIF Exploration engagement incorporated translation and interpretation services into engagement avenues, including



providing simultaneous interpretation at community open house presentations (e.g., Spanish, Nepali, Rohingya, Cantonese, Vietnamese, and Somali), and intentionally instituting contracts with culturally specific community organizations (e.g., Black Community of Portland, ATNI-EDC, Immigrant and Refugee Community Organization) to further community outreach among diverse Portlanders within the affected communities (SPACC TIF District Plan, Exhibit B). The SPACC TIF District Plan is consistent with Policy 2.24.

### **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 East Portland TIF Exploration community engagement process sought to gather feedback and insight from a robust range of East Portland stakeholders early on in the planning process to inform the TIF District boundary, visions, values, goals, project list, investment priorities, governance considerations, and implementation principles (SPACC TIF District Plan, Exhibit B). The SPACC TIF District Plan is consistent with Policy 2.25.

### **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 documented in the East Portland TIF Exploration engagement summary (SPACC TIF District Plan, Exhibit B), the Steering Committee and Working Group members were provided with multiple meeting opportunities to analyze, validate, and use data related to the SPACC TIF District (e.g., demographic, employment, housing, and real estate data), to guide their recommendations for SPACC TIF District planning and investment processes. Additionally, Working Groups recommended other stakeholders (e.g., individuals, institutions, organizations, businesses, etc.) for Prosper to engage to expand community involvement in decision-making efforts. The SPACC TIF District Plan is consistent with Policy 2.26.

### **Policy 2.27 Demographics**

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

**Finding:** As described in the East Portland TIF Exploration engagement summary (SPACC TIF District Plan, Exhibit B), the Steering Committee and Working Group members were provided with SPACC TIF District-related demographic data to guide their recommendations for potential SPACC 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 East Portland TIF Exploration community involvement process (SPACC 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 East Portland community involvement process was consistent 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 East Portland TIF Exploration engagement process provided multiple avenues for community residents to get involved (SPACC TIF District Plan, Exhibit B). In addition to Steering Committees and Working Groups, in-person open houses and online surveys were provided to ensure ample opportunity for community stakeholders to be involved in advising the SPACC TIF District's planning and investment processes. Alongside these efforts, during Phase 4 of the community involvement process, Prosper staff partnered with and provided technical and financial support to community-based organizations to further customize the engagement to meet the needs of historically underrepresented community stakeholders.

### **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:** To meaningfully engage a diverse array of stakeholders, the East Portland TIF Exploration engagement (SPACC TIF District Plan, Exhibit B) incorporated translation and interpretation services into engagement avenues, including providing simultaneous



interpretation during community presentations (e.g., Spanish, Nepali, Rohingya, Cantonese, Vietnamese, and Somali), translating the survey and educational materials into multiple languages (Spanish, Vietnamese, Chinese, Karen, Somali, Russian, Arabic, Dari/Farsi, Pashto, Swahili, Tigrinya, Oromo, Amharic, Ukrainian, Burmese, and Nepali), and intentionally instituting contracts with culturally specific community organizations (e.g., Leaders Become Legends, ATNI-EDC, Immigrant and Refugee Community Organization) to further community outreach among diverse Portlanders. In addition to this language support, all in-person engagement efforts incorporated culturally-appropriate foods and were hosted at locations frequented by and convenient to the community. The SPACC TIF District Plan is consistent with Policy 2.30.

### **Policy 2.31 Innovative engagement methods**

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

**Finding:** In addition to an online survey and open house events, a short informational video was created by the Community Project Manager and the Rosewood Communications team and shared on social media platforms to ensure broader accessibility. The SPACC TIF District Plan is consistent with Policy 2.31.

### **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 broad engagement beyond local Portland community members (e.g., small business owners and residents) the East Portland TIF Exploration Steering Committees included individuals representing public agencies as well as representatives from organizations and associations with expertise in affordable housing, economic development, and community-based services (SPACC TIF District Plan, Exhibit B). ). The engagement process also included contact with organizations who work outside of Portland, including Leaders Become Legends and the Ebony Collective, who work with residents of east Multnomah County. The SPACC TIF District Plan is consistent with Policy 2.32.

### **Policy 2.33 Inclusive participation in Central City planning**

**Finding:** The SPACC TIF District is not located within the Central City. Policy 2.33 does not apply.

### **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 East Portland TIF Exploration community involvement process ensured all in-person meetings were held in spaces that were physically accessible, provided multi-language interpretation and translation services, and issued multiple paths for folks to engage, including City-led events, community organization-led events, Steering Committee meetings, Working Group meetings, emails, in-person meetings as requested, and virtual office hours (SPACC TIF District Plan, Exhibit B). The SPACC TIF District Plan is consistent with Policy 2.34.

### 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 East Portland TIF Exploration engagement process involved intentional outreach to underserved and underrepresented groups and held engagement events aimed at involving affected community members. Specific groups and organizations are documented in the Engagement Summary (SPACC TIF District Plan, Exhibit B). The SPACC TIF District Plan is consistent with Policy 2.35.

### 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:** The East Portland TIF Exploration community involvement process adapted the engagement plan by incorporating feedback from Working Groups on whom to engage. One of the first steps provided Working Groups the opportunity to recommend other stakeholders (e.g., individuals, institutions, organizations, businesses, etc.) Prosper should engage to expand community outreach. Prosper staff then contacted those individuals and groups, adapting the process to respond and align with the priorities and desires of community stakeholders. The SPACC 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 the Steering Committee and Working Groups. This engagement effort also sought to intentionally learn from prior TIF exploration processes and will debrief, with community members, at its conclusion to inform future exploration processes. The SPACC exploration process relied on a co-creation process, which was both important for relationship-building and trust, but also



required a tremendous commitment of time and effort from volunteer community members. 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 specifically refer to procedures for sharing information and ensuring effective participation for administrative, quasi-judicial, and 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 12, 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 SPACC 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 is 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 (Section 3 of this document) demonstrate that the TIF District Plan will promote prosperity, health, equity, and resiliency. The TIF District Plan will help to reduce disparities by providing a funding source to advance affordable housing (SPACC TIF District Plan, Section 4.2.A), economic opportunities (SPACC TIF District Plan, Section 4.2.B), and transportation safety improvements and public recreation access in an underserved area (SPACC TIF District Plan, Section 4.2.C). Funding for public recreation investments, such as community gathering space and food access in public spaces, new parks and natural areas, new and updated community centers, resilience hubs, community gardens, and athletic facilities, will help foster social interaction. The SPACC 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 development or redevelopment is proposed with this TIF District Plan. However, this Plan will guide future investments and support development within the District that support lowering barriers, spurring innovation, and providing incentives for energy efficiency, renewable energy, stormwater management, climate resiliency, and robust environmental standards in affordable housing and middle-income and market-rate housing, commercial and industrial projects (SPACC TIF District Plan, Section 3.3). In support of this goal, the Plan provides a source of funding for projects that include:

- ◆ Energy efficiency upgrades for low-income homeowners,
- ◆ Climate, resilience and community solar projects associated with commercial and mixed-use development, redevelopment, or renovation,
- ◆ Seismic, fire suppression, other public safety improvements associated with commercial and mixed-use development, redevelopment, or renovation,



- ◆ Public recreation investments that support resilience,
- ◆ Transportation improvements that improve pedestrian and bicycle safety and connectivity,
- ◆ Green infrastructure and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in the Plan.

These projects will support an urban form that is resilient to risks from climate change and natural hazards in the TIF District. The SPACC TIF District Plan is consistent 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.*

**Finding:** The SPACC TIF District Plan will facilitate residential and commercial development within the Parkrose Neighborhood Center and along the civic corridors in the district, Sandy Boulevard and NE 122<sup>nd</sup> Avenue. The SPACC TIF District Plan is consistent with Goal 3.C. See the responses for Policies 3.12 through 3.20, 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 SPACC TIF District Plan will facilitate residential and commercial development within the centers and corridors in the district and will provide funding for multimodal transportation safety and connectivity improvements that increase access to local services and amenities in and near the TIF District. The SPACC TIF District Plan is therefore consistent with Goal 3.D. See the responses for Policies 3.12 through 3.20 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 SPACC TIF District Plan will support the City's implementation of Goal 3.E by providing a funding source that may be used for new local parks, trails, and natural areas as well as connectivity and accessibility improvements that make the District safer and more appealing for biking and walking. The TIF District Plan is 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 map of employment areas, Figure 3-7 of the Comprehensive Plan, shows commercial and industrial employment areas within the SPACC TIF District. The SPACC TIF District Plan will support economic development and job growth in these employment areas through investments that support development, redevelopment, and renovation of commercial, industrial, and mixed-use properties that facilitate stabilization and growth for existing businesses, as well as new opportunities for local businesses and startups. The SPACC TIF District Plan is consistent with Goal 3.F. See the responses to Policies 3.67 and 3.68 for more details.

### 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 SPACC TIF District includes a portion of the Columbia Slough, which the City has designated an existing/enhanced habitat corridor. The 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 TIF District Plan provides a potential funding source that may be used for new natural areas within the District, so supports the City's implementation of this goal. The SPACC TIF District Plan is consistent with Goal 3.G. See the responses to Policies 3.64 through 3.66 for more details.

## 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 a diagrammatic arrangement of centers, corridors, city greenways, urban habitat corridors, and pattern areas. The SPACC 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 policies 3.12 through 3.20 and 3.44 through 3.51 of this report. The SPACC 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 SPACC TIF District Plan will facilitate compact housing and economic development within the Parkrose Neighborhood Center and along the civic corridors in the district, Sandy Boulevard and NE 122<sup>nd</sup> Avenue. See the responses for Policies 3.12 through 3.20, 3.44 through 3.51, and 3.53 through 3.59 of this report for more detail. The SPACC TIF District Plan is consistent with Policy 3.2.

## 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 SPACC TIF District Report demonstrates that the District is deficient in public facilities including inadequate street and active transportation infrastructure, stormwater management facilities and an inadequate provision of parks and open space (SPACC TIF District Report Section 1.2). The TIF District Plan includes projects for street and stormwater improvements and public recreation investments to reduce disparities within the District. This plan also includes goals and projects to avoid displacement and increase affordable housing including, but not limited to, supporting single family home repair, homeownership support, multi-dwelling rental housing development, rehabilitation and preservation of existing regulated housing, and the development of workforce housing (SPACC TIF District Plan, Section 4.2). The projects in the plan will be financed by tax increment revenues (TIF) allocated to the District. The SPACC TIF District Plan is consistent 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 SPACC TIF District Plan does not propose any specific developments that would be subject to agreements, incentives, or other tools, and does not amend the City's existing programs for promoting equitable outcomes from development projects that benefit from public financial assistance. This policy does not apply.

- 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 SPACC 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. As shown in the SPACC TIF District Plan, Section 4.2, funds will be used for projects to avoid displacement and increase affordable housing including, but not limited to, supporting single family home repair, homeownership support, multi-dwelling rental housing development, rehabilitation and preservation of existing regulated housing, and the development of workforce housing (SPACC TIF District Plan, Section 4.2). The SPACC TIF District Plan is consistent with Policy 3.3.e.

**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:** The SPACC TIF District Plan authorizes investments in housing, economic development, and public realm improvements. The plan includes multiple goals around ensuring opportunities for historically marginalized populations and a guiding principle to prioritize repair in investment decisions, both for historic harm caused by public-agency action or inaction, as well as for potential future harm caused inadvertently by investment decisions made within the District. These goals and guiding principle are supported by projects in the Plan that increase access to affordable housing, reduce displacement risk, increase transportation safety and connectivity, and improve access to public recreation opportunities (SPACC TIF District Plan, Section 4.2). The SPACC TIF District Plan is consistent with Policy 3.3.f.

**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 SPACC TIF District Plan's recommended transportation projects, which focus on safety improvements to busy corridors, such as pedestrian crossings and sidewalk infill, as well as an expanded neighborhood greenway system to provide safe connections to area destinations, such as parks, schools, so that people of all ages and abilities can safely and conveniently access local destinations by walking, biking, or rolling. The TIF District Plan also supports investments in housing that is affordable to and meets the needs of residents of all abilities. The SPACC TIF District Plan is consistent with Policy 3.4.

### 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 opportunities 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 these projects (SPACC TIF District Plan, Section 4.2). All future development within the District will need to demonstrate compliance with relevant City, state, and federal requirements that protect environmental quality. The SPACC TIF District Plan is consistent with Policy 3.6.

### 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. The TIF District Plan includes projects to support green infrastructure and natural areas within the District (SPACC TIF District Plan, Section 4.2). The SPACC TIF District Plan is consistent with Policy 3.7.



### 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 specific 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:** The TIF District Plan includes a guiding principle for implementation to proactively analyze potential projects, programs, and investments, in order to ensure that they meet and do not undermine the values, vision, and goals of the TIF District Plan (SPACC TIF District Plan, Section 4.1). This analysis will be undertaken with significant community leadership and will serve as a key input into the development of Action Plans and other decisions about the use of TIF funds. The Governance Charter (SPACC TIF District Plan, Exhibit E) will ensure evaluation of impacts from investment decisions. The Plan's vision and goals will ensure this evaluation considers the physical characteristics of neighborhoods and the residents with a particular focus on underserved and under-represented communities, displacement, and affordability of housing and commercial space. The TIF District Plan envisions a District where access to affordable, stable housing is preserved and expanded, and new investments and development create stability and opportunity for low-income people, rather than leading to their displacement from their homes and neighborhoods. Goals that support this vision include:

1. Ensure historically marginalized or economically vulnerable people play lead roles in decisions about investments and policies that affect them and their communities.
2. Ensure current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.
3. Prevent the displacement of vulnerable people, communities, businesses, and community-based institutions while growing and expanding economic and residential options.



4. Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously displaced. Explore the use of more mixed-use development.

The SPACC TIF District Plan is 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. The SPACC TIF District Plan is consistent with Policy 3.10.

### **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 TIF District Plan does not propose changes to any significant places. However, the Plan includes projects to support placemaking, including through arts and cultural investments that celebrate and represent Priority Communities, developed by and/or in collaboration with artists and community members who represent those communities. This may include murals, avenue placemaking investments, arts and entertainment performance venues, or interactive, multicultural community art spaces. The SPACC TIF District Plan is consistent with Policy 3.11.



## 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 SPACC TIF District includes the Parkrose Neighborhood Center designated in 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 Parkrose Neighborhood Center. The SPACC 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 SPACC TIF District aims to support development or redevelopment of higher density housing in the TIF District, which includes the Parkrose Neighborhood Center, where much of the district's zoning for higher-density housing is located. The Portland Housing Bureau's Multi-family Rental Development program will be eligible to receive funding for projects located in this District through the SPACC TIF District Plan. The SPACC TIF District 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 SPACC TIF District will authorize investments in infrastructure, economic development, and community services within the Parkrose Neighborhood Center and along the civic corridors in the district, NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue. The SPACC TIF District 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 SPACC TIF District Plan supports investments in commercial development and affordable housing that could provide opportunities for daycares, health services, and other government services. The Plan also identifies priority project investments in



updated community centers, resilience hubs, and new local parks. The SPACC 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 SPACC TIF District Plan includes projects to support arts and cultural investments that celebrate and represent Priority Communities, developed by and/or in collaboration with artists and community members who represent those communities. These projects should prioritize murals, avenue placemaking investments, arts and entertainment performance venues, or interactive, multicultural community art spaces (SPACC TIF District Plan, Section 4.2). The SPACC 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 SPACC TIF District Plan will support compact, safe, attractive, and accessible development within the within the Parkrose Neighborhood Center. Proposed projects accessibility improvements for low-income homeowners, and connectivity and accessibility improvements that make the District safer and more appealing for biking, walking, and rolling. The SPACC TIF District 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 SPACC TIF District Plan does provide funding to support transportation improvements that improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges. These investments will prioritize connections and pedestrian-scale lighting near commercial corridors, schools, parks and other institutions. (SPACC TIF District Plan, Section 4.2). The SPACC TIF District 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 SPACC TIF District Plan will authorize funding for green infrastructure, new natural areas, and connectivity investments that improve connectivity to parks throughout the District, which includes the Parkrose Neighborhood Center (SPACC TIF District Plan, Sections 4.2. B and C). The TIF District Plan could therefore support the City’s implementation of Policy 3.20.

## CENTRAL CITY

**Policy 3.21 Role of the Central City**

**Policy 3.22 Model Urban Center**

**Policy 3.23 Central City employment**

**Policy 3.24 Central City housing**

**Policy 3.25 Transportation hub**

**Policy 3.26 Public places**

**Finding:** Policies 3.21 through 3.26 pertain to the Central City. The proposed TIF District is not within the Central City. Policies 3.21 through 3.26 do not apply.

## GATEWAY REGIONAL CENTER

**Policy 3.27 Role of Gateway**

**Policy 3.28 Housing**

**Policy 3.29 Transportation**

**Policy 3.30 Public places**

**Finding:** The SPACC TIF District Plan does not intersect with the Gateway Regional Center boundary shown on the City’s Comprehensive Plan map in Figure 3-3. Policies 3.27 through 3.30 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 provide direction on the desired characteristics and functions of town centers. The proposed SPACC TIF District does not include any of the Town Centers shown in the Comprehensive Plan map in Figure 3-3. Policies 3.31 through 3.34 do not apply.

## NEIGHBORHOOD CENTERS

**Policy 3.35 Role of Neighborhood Centers**

*Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.*



### Policy 3.36 Housing

*Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning capacity within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.*

### Policy 3.37 Transportation

*Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.*

### Policy 3.38 Public places

*Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.*

**Finding:** Policies 3.35 through 3.38 provide direction on the desired characteristics and functions of Neighborhood Centers. The SPACC TIF District Plan does not amend the zoning code or map designations, nor the transportation or park plans that implement these policies. However, the SPACC TIF District Plan will support the development of employment and commercial services, a wide range of housing types, multimodal transportation options, and public spaces within the Parkrose Neighborhood Center (see SPACC TIF District Plan, Section 4.2 for specific projects that support these types of development). The TIF District Plan is therefore consistent with Policies 3.35 through 3.38.

## INNER RING DISTRICTS

### Policy 3.39 Growth

### Policy 3.40 Corridors

### Policy 3.41 Distinct identities

### Policy 3.42 Diverse residential areas

### Policy 3.43 Active transportation

**Finding:** The SPACC TIF District is not located in the inner ring district. Policies 3.39 through 3.43 do not apply.

## 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 SPACC District TIF District Plan does not change the location of adopted corridors, affect transportation facility design or green infrastructure programs, or amend the TSP. The projects identified in the SPACC TIF District Plan provide funding for multimodal transportation improvements and green infrastructure within the TIF District, which includes the NE Sandy Boulevard and 122<sup>nd</sup> Avenue corridors, as shown in Figure 3-2 of the Comprehensive Plan. The SPACC TIF District 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.*

### Policy 3.51 Freight

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

**Finding:** Policies 3.48 through 3.50 provide direction on the desired characteristics and functions of civic corridors as well as street design and future land use changes. The SPACC TIF District Plan does not change the boundary of corridors on the Urban Design Framework, impact transportation facility design, or amend the TSP. The TIF District includes the Civic Corridors of NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue, which are also Major Truck Streets. The TIF District also includes NE 148<sup>th</sup> Avenue, which is designated a Neighborhood Corridor. The projects identified in the SPACC TIF District



Plan provide funding for high-density housing development, mixed-use development, pedestrian and bicycle facilities that would contribute to making the SPACC TIF District a safe, healthy, and attractive pedestrian environment and a quality living environment. The SPACC TIF District Plan is consistent with Policies 3.48 through 3.51.

## 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 SPACC TIF District includes NE 148<sup>th</sup> Avenue, which is shown as a Neighborhood Corridor in Figure 3-2 of the Comprehensive Plan. The projects identified in the SPACC TIF District Plan will provide funding to the Portland Housing Bureau for multi-dwelling housing development throughout the TIF District including potentially around NE 148<sup>th</sup> Avenue. The SPACC TIF District 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 SPACC TIF District contains the Parkrose-Sumner MAX Station, a designated transit neighborhood station, but does not change the boundary of station areas in the Urban Design Framework or amend the TSP. The SPACC TIF District Plan supports the creation of high-density housing and economic development near the transit station so that more people can live close to transit, shop close to transit within the TIF District and support transit service. The SPACC TIF District Plan is therefore consistent with Policies 3.53 through 3.59.

## **CITY GREENWAYS**

### **Policy 3.60 Connections**

*Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.*

### **Policy 3.61 Integrated system**

*Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways.*

### **Policy 3.62 Multiple benefits**

*Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems.*

### **Policy 3.63 Design**

*Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.*

**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. Policies 3.60 through 3.63 do not apply.



## URBAN HABITAT CORRIDORS

### Policy 3.64 Urban habitat corridors

*Establish a system of connected, well-functioning, and diverse habitat corridors that link habitats in Portland and the region, facilitate safe fish and wildlife access and movement through and between habitat areas, enhance the quality and connectivity of existing habitat corridors, and establish new habitat corridors in developed areas.*

### Policy 3.65 Habitat connection tools

*Improve habitat corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.*

### Policy 3.66 Connect habitat corridors

*Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.*

**Finding:** Habitat corridors are mapped in 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 to habitat areas.

The SPACC TIF District Plan does not amend either the NRI or the existing environmental zone regulations. The SPACC TIF District Plan does not change Title 11 tree preservation and tree density requirements that apply in development situations. In addition, the SPACC TIF District Plan does not change the building coverage or minimum landscaped area standards of any zone.

The SPACC TIF district boundary contains a portion of, and access to, the Columbia Slough, making it eligible for both access and environmental/ecosystem/habitat improvements. It also contains access to the Columbia River via NE 142nd/143rd. The eligible project list in the SPACC TIF District Plan includes, among other related investments, buffers between industrial and residential area to support a healthier and more climate resilient community. The plan is consistent with policies 3.64 through 3.66.

## 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 map of employment areas in Figure 3-7 of the Comprehensive Plan, shows commercial employment areas along the NE Sandy Boulevard commercial corridor and industrial areas north of NE Sandy Boulevard. The SPACC 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 projects that support technical and/or financial assistance to determine the feasibility of development, redevelopment and renovation projects as well as projects that invest in critical transportation improvements triggered by, or that directly support, the implementation of other investments in the TIF District Plan. The SPACC TIF District Plan is 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:** Regional truckways and priority truck streets are shown in Figure 3-7 of the Comprehensive Plan. The SPACC TIF District does not include any regional truckways. A small segment of approximately 400 linear feet of NE Lombard Boulevard and about one-quarter mile of NE 122<sup>nd</sup> Avenue, both priority truck streets, are contained within the SPACC TIF District boundary. The SPACC TIF District plan does not propose any changes to the City's Regional Truck Corridor designations, and does not interfere with the City's implementation of policies related to freight growth. 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.*

**Finding:** Policies 3.69 through 3.74 provide direction on the desired characteristics and functions of the Rivers Pattern Area, which includes areas along the Willamette and Columbia Rivers. The SPACC TIF District intersects with the Columbia River pattern area as shown in Figure 3-8 of the Comprehensive Plan, and includes portions of the Columbia Slough but does not intersect with the Columbia River. The TIF District does not intersect with or encompass the Willamette River. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475).

The SPACC TIF District Plan funds projects that will support climate resilient industrial development, mitigate the health and environmental effects of industrial uses, and improve stormwater management near the Columbia Slough watershed. The TIF District Plan also incorporates an implementation principle seeking opportunities to include historical and cultural art and signage in TIF investments that celebrate and represent Priority Communities, especially Native Americans and their connections to the Columbia River and the Columbia Slough. These principles and projects will support implementation of these River Pattern Area policies along the Columbia River. The plan is therefore consistent with Policies 3.69 through 3.74.

### **Policy 3.75 River neighborhoods**

*Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.*

**Finding:** The SPACC TIF District does not include any residential areas along the Columbia River. Policy 3.75 does not apply.



### 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:** The SPACC TIF District boundary encompasses a stem that connects the Cross Levee Natural Area to Marine Drive, near an entry point to the trail that runs along the Columbia River. The TIF District Plan supports projects that will improve multimodal transportation infrastructure, new trails, and connections to existing trails. The SPACC TIF District Plan is consistent with Policy 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 SPACC 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 SPACC TIF District does encompass or abut the Columbia River Policy 3.77 does not apply. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475). Policy 3.78 does not apply.

### Policy 3.79 Willamette River North Reach

### Policy 3.80 Willamette River Central Reach

### Policy 3.81 Willamette River South Reach

### Policy 3.82 Willamette River Greenway

**Finding:** Policies 3.79 through 3.82 provide direction on the enhancing the role of the Willamette River as a location of river-dependent industry, natural habitat, place for recreation, and neighborhood amenity. The SPACC TIF District does not intersect with the Willamette River. Policies 3.79 through 3.82 do not apply.



## CENTRAL CITY PATTERN AREA

### Policy 3.83 Central City districts

### Policy 3.84 Central City river orientation

### Policy 3.85 Central City pedestrian system

### Policy 3.86 Central City bicycle system

**Finding:** The SPACC TIF District is not located within the Central City pattern area. Policies 3.83 through 3.86 do not apply.

## INNER NEIGHBORHOODS PATTERN AREA

### Policy 3.87 Inner Neighborhoods main streets

*Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.*

### Policy 3.88 Inner Neighborhoods street patterns

*Preserve the area's urban fabric of compact blocks and its highly interconnected grid of streets.*

### Policy 3.89 Inner Neighborhoods infill

*Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.*

### Policy 3.90 Inner Neighborhoods active transportation

*Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland's active transportation system*

### Policy 3.91 Inner Neighborhoods residential areas

*Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.*

**Finding:** Policies 3.87 through 3.91 provide direction on the desired characteristics and functions of the Inner Neighborhoods Pattern Area. They address site development, street patterns, infill development, and active transportation. The SPACC TIF District Plan does not affect any development standards related to building orientation, street or lot patterns, connectivity. A small portion of the SPACC TIF District Area is within the Inner Neighborhoods pattern area. The projects identified in the SPACC TIF District Plan will support infill development within the District by providing funding to support housing and commercial development and infrastructure. The SPACC TIF District Plan is consistent with Policies 3.87 through 3.91.



## EASTERN NEIGHBORHOODS PATTERN AREA

### Policy 3.92 Eastern Neighborhoods street, block, and lot pattern

*Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area's large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.*

- A. *North-South Transit. Support development of, access to, and service enhancement for North-South transit.*
- B. *Alleyways. Promote and guide the implementation of alley improvements that result in alleys that are safe, well maintained, and an asset for the community.*

### Policy 3.93 Eastern Neighborhoods site development

*Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.*

### Policy 3.94 Eastern Neighborhoods trees and natural features

*Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes.*

### Policy 3.95 Eastern Neighborhoods buttes

*Enhance public views of the area's skyline of buttes and stands of tall Douglas fir trees.*

### Policy 3.96 Eastern Neighborhoods corridor landscaping

*Encourage landscaped building setbacks along residential corridors on major streets.*

### Policy 3.97 Eastern Neighborhoods active transportation

*Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access.*

**Finding:** Policies 3.92 through 3.97 provide direction on the desired characteristics and functions of the Eastern Neighborhoods Pattern Area. They address street patterns, site development, natural features, and active transportation. The SPACC TIF District Plan does not affect any development standards related to street or lot patterns, connectivity, tree preservation, or landscaping. The majority of the SPACC TIF District Area is within the Eastern Neighborhoods pattern area. The SPACC TIF District Plan provides funding to support safe pedestrian and bicycle facilities within the TIF District that connect residents to transit, employment, and recreation opportunities but otherwise will not impact implementation of the City's Eastern Neighborhood Pattern Area policies. The SPACC TIF District Plan is consistent with Policies 3.92 through 3.97.



## 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:** Policies 3.98 through 3.102 apply to the Western Neighborhoods, shown in Comprehensive Plan Figure 3-8. The proposed TIF District does not intersect with any Western Neighborhoods. These policies 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 negative effects 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. The SPACC TIF District Plan does not include any specific new development and does not change regulations that implement these goals. All future projects within the District will need to meet applicable development and design standards, as well as environmental and historic resource overlay zone requirements, of the City of Portland's Zoning Code and permitting process. Goals 4.A through 4.D 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 SPACC TIF District Plan does not include new development 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 SPACC TIF District Plan does not identify specific new development projects and does not amend any development/design standards or programs that implement these policies. 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.**

**Policy 4.28 Historic buildings in centers and corridors.**

**Finding:** Policies 4.20 through 4.28 address design and development in centers and along corridors. The policies provide guidance on development scale, streetscapes, gathering spaces, and historic preservation. The SPACC TIF District Plan does not identify specific new development projects and does not affect programs related to street design, the planning and creation of public gathering spaces or restoration of historic resources. Policies 4.20 through 4.28 do not apply.

**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 projects are proposed as part of the SPACC TIF District Plan. However, the Plan will provide a potential funding source for Arts and Culture Assets and Amenities projects that:

- ◆ Celebrate and represent Priority Communities, developed by and/or in collaboration with artists and community members who represent those communities.
- ◆ Prioritize murals, avenue placemaking investments, arts and entertainment performance venues, or interactive, multicultural community art spaces.

The SPACC TIF District Plan is therefore consistent with 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 SPACC 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 SPACC TIF District Plan.

The SPACC 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 SPACC 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 or cultural resource protections are proposed with the SPACC 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 Priority Communities. These projects support implementation of Policies 4.54 and 4.55, therefore the SPACC TIF District is consistent with these policies.



**Policy 4.56 Community structures.**

**Policy 4.57 Economic viability.**

**Policy 4.58 Archaeological resources.**

**Finding:** Policies 4.56 through 4.58 address historic structures and resources, and archaeological resources. The City’s regulations for historic and cultural resource preservation are found in Chapter 33.445. No changes to these historic or cultural resource protections are proposed with the SPACC TIF District Plan. Policies 4.56 through 4.58 do 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 SPACC 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.*

**Policy 4.63 Life cycle efficiency.**

*Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.*

**Policy 4.64 Deconstruction.**

*Encourage salvage and reuse of building elements when demolition is necessary or appropriate.*

**Policy 4.65 Materials and practices.**

*Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy efficient building practices.*



#### **Policy 4.66 Water use efficiency.**

*Encourage site and building designs that use water efficiently and manage stormwater as a resource.*

#### **Policy 4.67 Optimizing benefits.**

*Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.*

#### **Policy 4.68 Energy efficiency.**

*Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.*

#### **Policy 4.69 Reduce carbon emissions.**

*Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.*

#### **Policy 4.70 District energy systems.**

*Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.*

#### **Policy 4.71 Ecodistricts.**

*Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.*

#### **Policy 4.72 Energy-producing development.**

*Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.*

**Finding:** Policies 4.60 through 4.72 address resource efficiency and resilience and are primarily related to building design. This includes consideration of energy use, water use, use of recycled and healthy building materials, seismic standards, and adaptive re-use. The SPACC TIF District Plan does not amend any existing design or development standards that have an impact on resource efficiency. The SPACC TIF District Plan also does not impact programs related to water or energy efficiency, recycling, or seismic resiliency. The Plan will provide a future funding source that could be used for rehabilitation and preservation of existing regulated housing, rehabilitation of existing market-rate housing, energy efficiency upgrades for low-income homeowners, multi-dwelling rental development, seismic improvements in commercial and mixed-use developments, and climate, resilience and community solar projects (SPACC TIF District Plan, Section 4.2). Therefore, the TIF District Plan is consistent with Policies 4.60 through 4.72.



## 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 SPACC TIF District Plan does not amend existing design or development standards that implement these policies and does not propose specific new development projects. Policies 4.73 through 4.78 do not apply.

## HEALTHY FOOD

**Policy 4.85 Grocery stores and markets in centers.**

*Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmers markets offering fresh produce in centers. Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability.*

**Policy 4.86 Neighborhood food access.**

*Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.*

**Policy 4.87 Growing food.**

*Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.*

**Policy 4.88 Access to community gardens.**

*Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zoned for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.*

**Finding:** Policies 8.85 through 4.88 address ways that programs and land use plans can facilitate better access to healthy food. The SPACC TIF District Plan supports economic development that advances community-identified priorities for affordable and culturally-relevant groceries and fresh food. The Plan also identifies community gardens as an



investment that supports resilience, public and personal health outcomes. The SPACC TIF District Plan is consistent with Policies 4.85 through 4.88.

## 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 SPACC 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. This additional funding would allow Portland residents greater opportunity to access housing that suits their needs, preferences, and financial capabilities. Therefore, the SPACC 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 SPACC TIF District is embedded throughout the TIF District Plan's values, goals, and proposed projects/major activities (SPACC TIF District Plan, Sections 3.2, 3.3, and 4.2).

- ◆ Values:
  - Access to affordable, stable housing is preserved and expanded, and new investments and development create stability and opportunity for low-income people, rather than leading to their displacement from their homes and neighborhoods;
- ◆ Goals:
  - Prevent the displacement of vulnerable people, communities, businesses, and community-based institutions from the TIF District.
  - Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously displaced. Explore the use of more mixed-use development.

The proposed affordable housing projects in the SPACC 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 SPACC 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 investing in multimodal transportation improvements. The SPACC TIF District Plan provides funding to increase housing opportunities, provide resources for community services to support people experiencing homelessness, and improve bicycle and pedestrian connectivity to goods and services that meet daily needs. The SPACC 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 SPACC TIF District Plan will help preserve and increase the supply of affordable housing within the District by providing funding for the following projects:

- ◆ Single Family Home Repair – Support low-income community members who currently own their homes, so that they are more likely to be able to stay in place, through home repairs.
- ◆ Homeownership Support – Financial subsidization of the development of new homes.
- ◆ Multi-family Rental Development – Develop new affordable rental housing in a variety of unit sizes, including family-sized units (two-bedrooms or larger).
- ◆ Preservation of Existing Affordable Housing – Provide funding to rehabilitate and preserve the affordability of existing regulated affordable housing.
- ◆ Acquisition & Rehabilitation of Existing Market-Rate Housing – Purchase market-rate housing, including motels, foreclosed and unoccupied properties, make needed repairs and renovations, and convert to regulated affordable housing (for individual ownership, cooperative ownership, and rental).
- ◆ Capital Expenditures for Community Services for Houseless Neighbors – Prioritize housing development for people experiencing homelessness.

The SPACC TIF District Plan is 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 SPACC TIF District Plan does not modify any development or building standards that ensure housing is energy-efficient or resource-efficient. The SPACC TIF District Plan includes a specific goal to spur innovation of environment and climate change initiatives in TIF projects and has a specific principle addressing Climate Action and Environmental Stewardship. The SPACC TIF District Plan is consistent with goal 5.E.

## Policies

### Policy 5.1 Housing supply.

*Maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth.*

### Policy 5.2 Housing growth.

*Strive to capture at least 25 percent of the seven-county region's residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).*

**Finding:** Policies 5.1 and 5.2 provide direction on managing housing supply and growth citywide. The SPACC TIF District plan does not affect 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 SPACC 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-income and moderate-income households and to stabilize existing affordable housing. The SPACC 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 SPACC TIF District Pan may be used to support a variety of housing types such as single-dwellings, development of new multi-unit housing in a



variety of unit sizes, and affordable ownership via community land trusts and cooperatives. The SPACC TIF District Plan is consistent 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 SPACC 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 SPACC TIF District Plan aims to add regulated affordable housing (for both rental and homeownership) in middle-density configurations including attached units (e.g., duplexes, triplexes, other plexes), cottage clusters, tiny houses and accessory dwelling units (ADUs). The SPACC 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 SPACC TIF District Plan provides a source of funding to support low-income community members who currently own their homes so that they are more likely to be able to stay in place, through home repairs relating to life safety, code compliance, and accessibility upgrades. The TIF District Plan will therefore support implementation of Policies 5.7 through 5.9. The SPACC 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 SPACC TIF District Plan encourages and enhances housing choice by providing additional housing implementation resources to the Portland Housing Bureau to be dedicated to the SPACC TIF District. The Portland Housing Bureau will pursue projects while following policy 5.10 of the Comprehensive Plan. The SPACC 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:** One of the guiding principles in the SPACC TIF District Plan is to “remove barriers to TIF-Funded opportunities.” This principle is described as follows:

- ◆ “Actively partner with financial institutions and others to address barriers that could preclude community members from accessing TIF-funded projects and opportunities (e.g. housing, commercial investments, contracting, employment, etc.). Ensure equitable access regardless of barriers such as immigration status, credit history, legal history, rental history, eviction history and experience of domestic violence. Work with community partners to develop programs and finance opportunities that align with specific cultural or faith-based principles.”

As stated in Section 4.1 of the SPACC TIF District Plan, principles should be applied to guide all decisions about the use of TIF funds, including the selection of projects, programs, and investments for inclusion in Action Plans, as well as decisions about design and implementation. The SPACC TIF District Plan is consistent with Policy 5.11.

### 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 SPACC 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 SPACC TIF District Plan includes three goals directly related to displacement avoidance and mitigation:

- ◆ Ensure current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.
- ◆ Prevent the displacement of vulnerable people, communities, businesses, and community-based institutions from the 82<sup>nd</sup> Avenue Corridor.
- ◆ Preserve existing opportunities for affordable housing and economic prosperity activities.



The TIF District Plan will support these goals by allocating a minimum of 45 percent of TIF funds to affordable housing strategies, including those aimed at affordable housing stabilization and preservation (SPACC TIF District Plan, Section 4.2). These projects include home repair, new affordable housing development, and acquisition and rehabilitation of existing market-rate and regulated affordable housing. The SPACC TIF District Plan is 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 shown in the SPACC TIF District Report, households in the TIF District earn less and renters are more likely to be cost burdened than the average across Portland. Compared to Portland, a greater share of TIF District households earn less than \$50,000 (35 percent versus 30 percent). Overall, Median Household Income in Portland is \$85,876 compared to \$73,573 in the TIF District. The report highlights that more than 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 more pronounced in the TIF District compared to the City of Portland, influenced by the lower rate of vacancy in the TIF District, which indicates higher demand for housing.

The SPACC TIF District Plan allocates 45 percent of its funding to affordable housing through Portland Housing Bureau programs, providing significant additional resources to address the housing needs in the TIF District. The SPACC TIF District 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 in Figure 5-1 of the Comprehensive Plan, the SPACC is within a primarily medium opportunity area. The SPACC TIF District Plan allocates funding to support connectivity improvements throughout the District which will improve access to transportation, jobs, open spaces, schools, and supportive services and amenities. The SPACC TIF District 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 SPACC TIF District includes the Parkrose Neighborhood Center and areas along the civic corridors in the district, NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue. The SPACC TIF District Plan allocates funding to support development of multi-dwelling rental housing, including in and around the Parkrose Neighborhood Center. The SPACC TIF District 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 SPACC District TIF District Plan does not change or affect 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 SPACC TIF District Plan will provide a source of funding (at least 45 percent) to support affordable housing in the District, which includes funding to rehabilitate and preserve the affordability of existing regulated affordable housing and funding to purchase market-rate housing and convert to regulated affordable. The SPACC 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 SPACC 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 SPACC TIF District Plan provides a source of funding to support permanently affordable rental housing and affordable homeownership utilizing mechanisms such as down payment assistance, community land trusts, and covenants that ensure the homes remain affordable for subsequent buyers. The SPACC TIF District Plan is consistent with Policy 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 SPACC TIF District Report highlights that more than 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 more pronounced in the TIF District compared to the City of Portland, influenced by the lower rate of vacancy in the TIF District, which indicates higher demand for housing.

The SPACC TIF 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 as well as energy efficiency upgrades for low-income homeowners. The SPACC 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.*

**Finding:** The map of employment areas shown in Figure 3-5 of the Comprehensive Plan indicates commercial and industrial employment within the TIF District. The SPACC TIF District will support affordable housing development and preservation in and near these areas. The TIF District Plan also encourages multi-dwelling development focused around the Parkrose-Sumner MAX Station and around major intersections near transit infrastructure, which will improve access to transit that connects people opportunities throughout the City. The SPACC TIF District Plan is consistent with Policy 5.31.

### **Policy 5.32 Affordable housing in centers.**

*Encourage income diversity in and around centers by allowing a mix of housing types and tenures.*



**Finding:** The SPACC TIF District includes the Parkrose Neighborhood Center and areas along the civic corridors in the district, Sandy Boulevard and NE 122<sup>nd</sup> Avenue. The SPACC TIF District Plan allocates funding (at least 45 percent) to support affordable housing in the District, including in and around the Parkrose Neighborhood Center. The SPACC TIF District is consistent with Policy 5.32.

### **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:** The SPACC is not located within the Central City. Policy 5.33 does not apply.

### **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 SPACC TIF District Plan will provide a source of funding (at least 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 SPACC TIF District Plan does not change or affect 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 SPACC 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:** Through the SPACC TIF District Plan, manufactured housing park stabilization, preservation and development programs are eligible for legal, financial, feasibility and impact analysis, and if determined feasible, for program development and implementation through a five-year action plan. The TIF District Plan could therefore support implementation of Policy 5.37 and is consistent with this policy.

#### **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.*

**Finding:** The SPACC TIF District Plan provides a potential funding source to support development of workforce housing within the TIF District. SPACC TIF District encompasses commercial and industrial employment areas. The TIF District Plan is consistent with Policy 5.38.

#### **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.*

**Finding:** The SPACC TIF District Plan provides a potential source of funding for affordable infill and middle-density housing development, which includes cottage clusters, tiny houses and accessory dwelling units. The SPACC TIF District Plan could therefore support implementation of Policy 5.39 and is consistent with this policy.

#### **Policy 5.40 Employer-assisted housing.**

*Encourage employer-assisted affordable housing in conjunction with major employment development.*

**Finding:** The SPACC TIF District Plan does not specifically mention employer-assisted affordable housing but does authorize funding for workforce housing and a variety of affordable housing development types. The TIF District Plan could therefore support implementation of Policy 5.40 and is consistent with this policy.

#### **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 5.41 through 5.43 all aim to support opportunities for homeownership for all Portlanders, including historically under-served and under-represented Portlanders. They also encourage compact single-dwelling homes, and homes affordable to middle-income Portlanders.

One of the proposed projects/major activities in the SPACC TIF District Plan is Homeownership Support. Under this category of projects, the TIF District Plan will provide a source of funding to provide down payment assistance and other types of financial assistance, as well as the financial subsidization of the development of new homes. The preferred model for homeownership investments made under this plan is permanently affordable homeownership utilizing mechanisms such as down payment assistance, community land trusts, and covenants that ensure the homes remain affordable for subsequent buyers.

The SPACC TIF District Plan also provides funding for Single Family Home Repair. Under this category of projects, the Plan will provide a source of funding to support low-income community members who currently own their homes so that they are more likely to be able to stay in place, through home repairs relating to life safety, code compliance, energy efficiency upgrades, and accessibility upgrades.

The SPACC TIF District Plan aims to expand opportunities for affordable housing for Priority Communities, which includes people of color and other groups who have been historically under-served and under-represented (SPACC TIF District Plan, Chapter 1).

The SPACC TIF District Plan is consistent with Policies 5.41 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. A Metro Councilor, Duncan Hwang, sat on the East Portland TIF Exploration Steering Committee and brought Metro



learnings, opportunities for coordination, and challenges to that space. The SPACC TIF District Plan is consistent with these policies.

## 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:** One of the proposed projects/major activities in the SPACC TIF District Plan is Capital Expenditures for Community Services for Houseless Neighbors. This category of projects will prioritize housing development for people experiencing homelessness and provide limited resources for capital expenditures related to community services, such as shelters. The SPACC TIF District Plan is therefore 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 SPACC TIF District Plan does not change any development standards that regulate housing safety, quality, energy efficiency, pedestrian connections. No specific new development is currently proposed. The SPACC TIF District Plan will help to facilitate housing development that promotes health, safety and well-being by providing funding for multimodal safety improvements, new parks and natural areas, and home repairs for low-income homeowners relating to life safety, code compliance, energy efficiency upgrades, and accessibility upgrades. The SPACC TIF District Plan therefore supports implementation of Policies 5.47 through 5.53 and is consistent with these policies.

### **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 SPACC 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). Policy 5.54 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 SPACC 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 SPACC TIF District Plan does not affect the base development capacity in industrial and commercial, and institutional areas.

The SPACC TIF District Plan helps support business district vitality through investments in commercial, industrial and mixed-use properties, workforce housing, and in residential properties where home-based businesses operate. The specific economic development project categories in the SPACC TIF District Plan include:

- ◆ Predevelopment to support future commercial, market rate residential, and mixed-use development
- ◆ Land acquisitions and land banking for future commercial and mixed-use purposes
- ◆ Commercial, mixed-use development, redevelopment and renovation
- ◆ Arts and culture assets and amenities
- ◆ District signage, including directional signage to local businesses
- ◆ Infrastructure investments triggered by development, redevelopment or renovation activities

The housing programs also support business district vitality by allowing for more residents to live in the SPACC TIF District, closer to goods, services, and markets. The SPACC TIF District Plan is consistent with economic development goals and policies, including those that support neighborhood business districts. The SPACC 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 SPACC 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.

One of the values that guided the development of the SPACC TIF District Plan is inclusive economic growth and prosperity. The TIF District Plan's economic development proposed projects/major activities aims to retain, create, and expand economic opportunities through investments in commercial, industrial, and mixed-use properties, workforce housing, and in residential properties where home-based businesses operate. Some of the programs that are eligible for funding in this category include:

- ◆ Predevelopment to support future commercial, market rate residential, and mixed-use development
- ◆ Land acquisitions and land banking for future commercial and mixed-use purposes
- ◆ Commercial, mixed-use development, redevelopment and renovation, which could include but is not limited to:
  - Building façade improvements
  - Building repairs and upgrades
  - Climate, resilience and community solar projects
  - Accessibility improvements; landscaping enhancements; pedestrian amenities and lighting outside of the public right of way
  - Permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup businesses and non-profits.



- ◆ Arts and culture assets and amenities
- ◆ District signage that serves the greater purpose of the TIF district, including multi-lingual signage and directional signage to local businesses

The projects in the SPACC TIF District Plan will support economic development and employment growth within the TIF District by increasing feasibility for commercial development. Improvements to the built environment will help enhance the TIF District as an attractive commercial and employment area. The SPACC TIF District Plan is consistent with Policies 6.1 through 6.12.

## LAND DEVELOPMENT

### Policy 6.13 Land supply.

*Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.*

**Finding:** The SPACC TIF District Plan does not change the Comprehensive Plan designations of any currently designated employment lands. Policy 6.13 does not apply.

### Policy 6.14 Brownfield redevelopment.

*Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035. Additional related policies are found in the Industrial and employment districts section of this chapter.*

**Finding:** The SPACC TIF District Plan authorizes funding for remediation activities that support commercial and mixed-use development, redevelopment, and renovation projects. The TIF District Plan is therefore consistent with Policy 6.14.

### 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 SPACC 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.**

**Policy 6.21 Traded sector diversity.**

**Policy 6.22 Clusters.**

**Policy 6.23 Trade and freight hub.**

**Policy 6.24 Traded sector land supply.**

**Policy 6.25 Import substitution.**

**Policy 6.26 Business opportunities in urban innovation.**

**Finding:** Policies 6.20 through 6.26 provide direction on supporting the traded sector business environment at the city and regionwide scale. The SPACC TIF District Plan allocates funding to support economic development within the District but does not impact or change the City’s efforts to enhance traded sector competitiveness across the city or the region. Policies 6.20 through 6.26 do not apply.

## 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 calls for efforts to increase opportunities in East Portland.

The SPACC TIF District Plan encompasses part of the Columbia Corridor, a key site of industrial land and employment for the City of Portland. The TIF District Plan, however, does not change the supply of employment or industrial zoned land.

The SPACC TIF District Plan will support the expansion of economic opportunities within the TIF District. As shown in the SPACC TIF District Report, the District has a higher unemployment rate and lower average wages than the rest of Portland. More than half of the TIF District's residents experience cost burden, meaning they spend over 30 percent of their income on housing. The SPACC TIF District also has a higher share (42 percent) of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole (32 percent) (SPACC TIF District Report, Attachment A).

TIF-funded commercial projects will seek to:

- ◆ Provide long-term stable, accessible and affordable commercial space with priority for businesses and non-profits that are owned, led by, and/or support Priority Communities.
- ◆ Support employment of community members from the SPACC and adjacent neighborhoods.
- ◆ Support mixed-use development that combines commercial space with the other eligible projects in this plan, including affordable homes, and priority services and amenities.
- ◆ Support industrial land employers and access to high-wage employment for the benefit of TIF District residents.
- ◆ Support home-based businesses (SPACC TIF District Plan, Section 4.2.B).

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 SPACC 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 improvements. The SPACC TIF District Plan 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 SPACC TIF District Plan address all of the topics identified in Policy 6.32. The specific goals of the SPACC TIF District Plan include:

1. Ensure that historically marginalized or economically vulnerable people play lead roles in decisions about investments and policies that affect them and their communities.
2. Ensure that current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.
3. Prevent the displacement of vulnerable people, communities, businesses and community-based institutions while growing and expanding economic and residential options.
4. Preserve existing opportunities for affordable housing and economic prosperity activities and create new opportunities for vulnerable and/or historically marginalized people and communities to live, work and thrive along the corridor, including those previously displaced. Explore the use of more mixed-use development.
5. Provide safe, accessible, and comfortable pedestrian and bicycle networks within the area, including improved local access to businesses, schools, parks and other institutions.
6. Address climate, health, and safety needs through investments that create cleaner air and water, accessible and inclusive amenities, and increase walkability and vibrancy.

The proposed projects in Section 4.2 TIF District Plan allocate funding for affordable housing, economic development, and infrastructure projects that will implement the TIF District's goals. A key implementation principle for the TIF District Plan is to actively work to remove barriers that could preclude community members from accessing TIF-funded projects and opportunities. Therefore, the SPACC TIF District Plan is consistent with Policy 6.32.



## CENTRAL CITY

### Policy 6.33 Central City.

### Policy 6.34 Central City industrial districts.

### Policy 6.35 Innovation districts.

**Finding:** The SPACC TIF District is not located within the Central City boundary and will not affect the implementation of Central City policies. Policies 6.33 through 6.35 do not apply.

## INDUSTRIAL AND EMPLOYMENT DISTRICTS

### Policy 6.36 Industrial land.

*Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely accessible base of family-wage jobs, particularly for under-served and underrepresented people.*

### Policy 6.37 Industrial sanctuaries.

*Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.*

### Policy 6.38 Prime industrial land retention.

*Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention. See Figure 6-1 – Industrial and Employment Districts.*

#### **6.38.a.** *Protect prime industrial lands from quasi-judicial Comprehensive Plan*

*Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.*

#### **6.38.b.** *Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.*

#### **6.38.c.** *Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources and public health are also protected.*

#### **6.38.d.** *Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.*



**6.38.e.** *Protect prime industrial land from siting for parks, schools, large-format places of assembly, and large-format retail sales.*

**6.38.f.** *Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be located in the prime industrial area.*

**Policy 6.39 Harbor access lands.**

*Limit use of harbor access lands to river- or rail dependent or related industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river dependent industrial uses.*

**Policy 6.40 Portland Harbor Superfund Site.**

*Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail dependent or related industrial uses.*

**Policy 6.41 Multimodal freight corridors.**

*Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.*

**Policy 6.42 Columbia East.**

*Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.*

**Policy 6.43 Dispersed employment areas.**

*Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.*

**Policy 6.44 Industrial land use intensification.**

*Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.*

**Policy 6.45 Industrial brownfield redevelopment.**

*Provide incentives, investments, technical assistance and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.*

**Policy 6.46 Impact analysis.**

*Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.*



**Policy 6.47 Clean, safe, and green.**

*Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.*

**Policy 6.48 Fossil fuel distribution.**

*Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.*

**Policy 6.49 Industrial growth and watershed health.**

*Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.*

**Policy 6.50 District expansion.**

*Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.*

**Policy 6.51 Golf course reuse and redevelopment.**

*Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.*

**Policy 6.52 Residential and commercial reuse.**

*Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.*

**Policy 6.53 Mitigation banks.**

*Facilitate industrial site development by promoting and allowing environmental mitigation banks that serve industrial land uses on prime industrial land.*

**Policy 6.54 Neighborhood buffers.**

*Maintain and enhance major natural areas, open spaces, and constructed features as boundaries and buffers for the Portland Harbor and Columbia Corridor industrial areas.*

**Policy 6.55 Neighborhood park use.**

*Allow neighborhood park development within industrial zones where needed to provide adequate park service within one half mile of every resident.*

**Finding:** Policies 6.36 through 6.55 relate to industrial land designations and land uses allowances in industrial areas. As demonstrated in the SPACC TIF District Report Attachment A, about 30 percent of the TIF District’s acreage is designated as Industrial Sanctuary in the Comprehensive Plan; most of this land is zoned as General Industrial 1 (IG1). The TIF District Plan does not amend any industrial land designations, land use allowances in industrial zones, or industrial site design standards. Projects in the TIF District Plan support investments in development, renovation, rehabilitation, and mitigation of industrial and commercial sites, but no specific industrial development is



proposed at this time. Other investments identified in the TIF District Plan include support for new natural areas and green space or construction that buffers pollution between industrial and residential areas. The SPACC TIF District Plan does not encompass any harbor access lands or the Portland Harbor Superfund site, therefore policies 6.39 and 6.40 do not apply. The SPACC TIF District Plan’s planned investments will support the City to implement Policies 6.36 through 6.37 and 6.41 through 6.55 and is therefore consistent with these policies.

## **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 SPACC TIF District Plan does not include changes to campus institutional zones. Policies 6.56 through 6.61 are not applicable.

## **NEIGHBORHOOD BUSINESS DISTRICTS**

**Policy 6.62 Neighborhood business districts.**

*Provide for the growth, economic equity, and vitality of neighborhood business districts. See Figure 6-3 – Neighborhood Business Districts.*

**Policy 6.63 District function.**

*Enhance the function of neighborhood business districts as a foundation of neighborhood livability.*

**Policy 6.64 Small, independent businesses.**

*Facilitate the retention and growth of small and locally-owned businesses.*

**Policy 6.65 Home-based businesses.**

*Encourage and expand allowances for small, low impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.*

**Policy 6.66 Neighborhood-serving business.**

*Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.*



### **Policy 6.67 Retail development.**

*Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.*

**Finding:** Policies 6.62 through 6.67 provide direction regarding the function, character, uses, and form of neighborhood business districts, which primarily have commercial/mixed use zoning. Figure 6-3 of the Comprehensive Plan shows that the SPACC TIF District contains Neighborhood Business Districts along NE Sandy Boulevard, as well as the Parkrose Neighborhood Center and the Roseway Neighborhood Center. The SPACC TIF District Plan does not change commercial revitalization priorities or affect development capacity or allowed uses in the commercial/mixed-use zones. The SPACC TIF District Plan will allocate funding to support commercial and mixed-use development, prioritizing the types of local businesses and services identified by community members (SPACC TIF District Plan, Section 4.2.B). The SPACC TIF District Plan is consistent with Policies 6.62 through 6.67.

### **Policy 6.68 Investment priority.**

*Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.*

**Finding:** The SPACC TIF District Plan allocates funding for commercial investments that will help the area shift from auto-centric commercial uses to neighborhood services, by supporting development of pedestrian-oriented, multi-tenant commercial spaces and increasing connectivity to access these services in an area of East Portland that has had limited walkable access to good and services. The SPACC TIF District Plan is consistent with Policy 6.68.

### **Policy 6.69 Non-conforming neighborhood business uses.**

*Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.*

**Finding:** No non-conforming uses are proposed as part of the SPACC TIF District Plan. Policy 6.69 does not apply.

### **Policy 6.70 Involuntary commercial displacement.**

*Evaluate plans and investments for their impact on existing businesses.*

**6.70.a.** *Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.*

**6.70.b.** *Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.*



**Finding:** The SPACC TIF Report demonstrates that many businesses in the TIF District are vulnerable to displacement as the area grows. The SPACC TIF District Plan includes three goals directly related to avoiding and mitigating displacement:

- ◆ Ensure current residents benefit from investments and neighborhood change, and that opportunities for housing and economic prosperity activities will be preserved and expanded for future generations.
- ◆ Prevent the displacement of vulnerable people, communities, businesses, and community-based institutions from the TIF District.
- ◆ Preserve existing opportunities for affordable housing and economic prosperity activities.

The TIF District Plan will support these goals through a variety of economic development strategies aimed at commercial and mixed-use renovation for existing community businesses (SPACC TIF District Plan, Section 4.2.B). These projects could include:

- ◆ Building façade improvements
- ◆ Professional services, building and site design assistance
- ◆ Tenant improvements
- ◆ Building repairs and upgrades
- ◆ Lease and/or loan guaranties
- ◆ Climate, resilience and community solar projects
- ◆ Seismic, fire suppression, other public safety improvements
- ◆ Accessibility improvements; landscaping enhancements; pedestrian amenities and lighting outside of the public right of way

The SPACC TIF District Plan is therefore consistent with Policy 6.70.

#### **Policy 6.71 Temporary and informal markets and structures.**

*Acknowledge and support the role that temporary markets (farmers markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.*

**Finding:** The SPACC TIF District Plan provides a funding source for permanent infrastructure to support food cart operations and other temporary, pop-up, seasonal and low-barrier opportunities for startup businesses and non-profits. The TIF District Plan is therefore consistent with Policy 6.71.

#### **Policy 6.72 Community economic development.**

*Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.*



**6.72.a.** *Encourage broad-based community coalitions to implement land use and economic development objectives and programs.*

**6.72.b.** *Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.*

**6.72.c.** *Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.*

**Finding:** The SPACC TIF District Plan, including the values, vision, goals, and projects related to economic development, was guided by an engagement process initiated through the East Portland TIF Exploration Steering Committee and geographically specific Working Groups. The SPACC TIF District values, vision, and goals were affirmed and vetted by a Steering Committee composed of key community stakeholders. These stakeholders represented various public institutions and partners representing affordable housing, economic development, and non-profits. The committee also includes individual community members (e.g., small business owners and residents). In-person public engagement was led through collaborative partnerships with the Rosewood Initiative, Historic Parkrose, and The Jade Districts. Further, Prosper Portland initiated grant contracts with multiple organizations to conduct additional engagement, including Ebony Collective, Oregon Walks, Black Community of Portland, Leaders Become Legends, PDX Saints Love, Pathfinder Network, Historic Parkrose, APANO/Jade District, Division-Midway Alliance, Rosewood Initiative, Affiliated Tribes of Northwest Indians-Economic Development Corporation, and Immigrant and Refugee Community Organization.

As stated in the SPACC TIF District Community Governance Charter (SPACC TIF District Plan, Exhibit E), TIF implementation and investment decisions will be informed and guided by the established SPACC TIF District Community Leadership Committee. This advisory committee of community stakeholders will be convened to inform future Five-Year Action Plans for the SPACC TIF District as the main mechanism for ongoing reporting, transparency, and implementation oversight (SPACC TIF District Plan, Chapter 5.1; Exhibit E Section 1.ii.1–5).

These processes represent a collaborative economic development approach. The SPACC TIF District Plan is therefore consistent with Policy 6.72.

### **Policy 6.73 Centers.**

*Encourage concentrations of commercial services and employment opportunities in centers.*

**6.73.a.** *Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.*

**6.73.b.** *Encourage the retention and further development of grocery stores and local markets as essential elements of centers.*



**6.73.c.** *Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.*

**6.73.d.** *Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.*

**6.73.e.** *Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.*

**Finding:** The SPACC TIF District encompasses the area running east-west along NE Sandy Boulevard where Interstate 205 and Interstate 84 intersect from roughly 82nd Avenue to 148<sup>th</sup> Avenue. The district includes the Parkrose Neighborhood Center. The TIF District Plan does not amend any of the land use designations or allowed uses within the centers in the TIF District. The SPACC TIF District Plan will help retain, create, and expand economic opportunities through investments in commercial, industrial and mixed-use properties, workforce housing, and in residential properties where home-based businesses operate, including within and around the Parkrose Neighborhood Center. The findings for Policies 3.12 through 3.20 and 3.31 through 3.38 demonstrate further compliance with the Comprehensive Plan policies related to centers. The SPACC TIF District Plan is consistent with Policy 6.73.

## 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 SPACC TIF District Plan does not include amendments to any programs or regulations that implement these goals. The TIF District Plan provides a future funding source that could be used for remediation efforts. The Plan also includes guidance for implementation that ensure that TIF investments respond to the reality of climate disaster and environmental inequities by promoting environmentally sustainable development with robust standards for energy-efficient and resilient buildings, provision of green space, stormwater management, and filtration to create healthy air. The SPACC TIF District Plan is consistent with Goals 7A through 7E.

## 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 in some cases 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 and adaptive management. The SPACC 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, resilience and community solar projects, remediation activities, green infrastructure, and new natural areas (SPACC TIF District Plan, Section 4.2). The SPACC 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 SPACC 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 specific 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 SPACC 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. Policies 7.23 through 7.26 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 SPACC TIF District Plan does not affect aggregate resources or mine sites. Policies 7.27 through 7.29 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 SPACC 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. Policies 7.30 through 7.32 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 SPACC 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. Policies 7.33 through 7.42 do not apply.

## **COLUMBIA SLOUGH WATERSHED**

**Policy 7.43 Fish passage.**

*Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.*

**Policy 7.44 Flow constriction removal.**

*Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.*

**Policy 7.45 Riparian corridors.**

*Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.*

**Policy 7.46 Sensitive habitats.**

*Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.*

**Policy 7.47 Connected rivers habitats.**

*Enhance upland habitat connections to the Willamette and Columbia rivers.*

**Policy 7.48 Contaminated sites.**

*Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or that discharge stormwater, to the Columbia Slough.*

**Finding:** Policies 7.43 through 7.48 provide direction regarding the environment and watershed health in the Columbia Slough Watershed. The SPACC 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. The TIF District Plan does authorize investments in remediation activities for development sites and improved stormwater infrastructure that supports the City’s implementation of these policies. The SPACC TIF District is consistent with Policies 7.43 through 7.48.

**Policy 7.49 Portland International Airport.**

*Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.*

**Finding:** The SPACC TIF District does not intersect or encompass the Portland International Airport plan district. Policy 7.49 does 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 provide direction regarding habitat and river-related uses in the Fanno and Tryon Creek Watersheds. The proposed SPACC TIF District is not located in, nor will it affect, these watersheds. Policies 7.50 through 7.52 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.**

**Policy 7.57 Greenspace network.**

**Finding:** Policies 7.53 through 7.57 provide direction regarding habitat and river-related uses in the Johnson Creek Watershed. The proposed SPACC TIF District is not located in, nor will it affect, these watersheds. Policies 7.53 through 7.57 do not apply.

**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 The Citywide Systems Plan 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 SPACC TIF District Plan does not amend the CSP. The SPACC TIF District Plan will provide a source of funding for critical public safety improvements, transportation improvements, green infrastructure and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in the Plan as well as new parks and natural areas, and other needed street and utility improvements within the TIF District. Specific eligible activities in the TIF District Plan include:

- ◆ New and/or relocated utilities (water, storm, sanitary sewer)
- ◆ New streets, street improvements, and sidewalks
- ◆ Improved connectivity and safety for pedestrians and bicycles
- ◆ Enhanced accessibility for individuals with mobility challenges
- ◆ New local parks, trails and natural areas, covered spaces for existing parks, updated community centers, resilience hubs, and community gathering spaces (SPACC TIF District Plan, Section 4.2 TIF District Plan.)

The findings in this report under Section 3, Guiding Principles, demonstrate that this TIF District Plan and its projects support economic prosperity, human and environmental health, equity and resilience within the TIF District. Since the TIF District Plan provides a funding source for public facilities and services that support the overall guiding principles of the Comprehensive Plan, the TIF District Plan is consistent with 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 SPACC TIF District Plan does not affect 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 SPACC 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 SPACC 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 SPACC 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 SPACC TIF District Plan does not urbanize any rural land or propose new public facilities or specific infrastructure projects. The SPACC 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 SPACC 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 SPACC TIF District Plan does not include new public facility or specific infrastructure projects or amendments to public service coordination agreements. Policies 8.6 through 8.10 do not apply. These agencies were notified of the SPACC 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 SPACC TIF District is within the City's boundary and Urban Services Boundary. Policies 8.11 through 8.19 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 SPACC TIF District provides a source of funding for projects that invest in critical public safety improvements, transportation improvements, green infrastructure and/or other climate resilience investments triggered by, or that directly support, the implementation of other investments in this Plan, as well as other needed transportation, utility, or public recreation facility improvements in the District (SPACC TIF District Plan, Section 4.2). The SPACC 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 SPACC TIF District provides a source of funding for public facilities within the TIF 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. Policies 8.27 through 8.30 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 SPACC TIF District Plan does not propose new public facilities, but does authorize funding for certain public facilities as demonstrated in the TIF District Plan is consistent with the Comprehensive Plan Guiding Principles (see the Guiding Principles subsection of Section 3 in this report). The SPACC 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 the SPACC 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 SPACC TIF District Plan does not include new public facility, uses, or infrastructure projects in the right-of-way. 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. Policies 8.39 through 8.52 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 SPACC TIF District Plan does not amend the City's trail system or designated trail alignments. No specific new trails or trail improvements are proposed at this time. Policies 8.53 through 8.59 do not apply.

## SANITARY AND STORMWATER SYSTEMS

### SANITARY SYSTEM

**Policy 8.61 Sewer connections.**

**Finding:** Policy 8.61 applies to development. No specific 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 SPACC TIF District Plan do not alter or affect Title 25 requirements. Policy 8.61 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. The Bureau of Environmental Services (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 SPACC TIF District Plan does not change these policies. Policies 8.62 through 8.67 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. The Bureau of 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 SPACC 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 SPACC 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 SPACC 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 which do not intersect with the SPACC TIF District, so are not applicable policies. The SPACC TIF District does not amend any of the City's parks and recreation programs or requirements. The plan does authorize public recreation investments including new parks and natural areas (SPACC TIF District Plan, Section 4.2). These investments will enhance service equity by increasing and improving park and recreational facilities in an area that is currently below the City's level of service



standards (SPACC TIF District Report, Attachment A). The SPACC TIF District Plan is therefore consistent with Policies 8.92 through 8.99, 8.102, and 8.103.

## **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 SPACC 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 SPACC TIF District Plan does authorize funding for seismic, fire suppression, other public safety improvements within the TIF District. Because The



SPACC TIF District Plan will support public safety and emergency response services within the District, the Plan is therefore consistent with Policies 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 SPACC TIF District Plan does not affect 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 SPACC TIF District Plan does not affect the Portland Public Schools Long Range Facility Plan or implementation of school facility policies. Policies 8.113 through 8.122 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 SPACC TIF District Plan does not affects or interfere with the implementation of these policies. Policies 8.123 and 8.124 do not apply.

## ENERGY INFRASTRUCTURE

### Policy 8.125 Energy efficiency.

*Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.*

**Finding:** The SPACC TIF District Plan does not amend the sections of the zoning code that regulate the production of energy or other types of energy infrastructure. The



SPACC District Plan’s projects include funding for energy efficiency upgrades for low-income homeowners and for community solar projects, which would promote efficient use and production of energy within the TIF District. The SPACC TIF District Plan is therefore consistent with Policy 8.125.

### **Policy 8.126 Coordination.**

*Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.*

**Finding:** The SPACC TIF District Plan does not affect or interfere with the City’s coordination efforts with energy providers. Policy 8.126 does 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 SPACC TIF District Report, NE Sandy Boulevard and NE 122<sup>nd</sup> Avenue are part of the Vision Zero High Crash Network with a high number of traffic incidents and pedestrian-involved crashes, and these corridors have been focus areas in the City for transportation safety improvements. Improving transportation safety is a cornerstone of the SPACC TIF District Plan. The TIF District Plan authorizes funding for new streets, street improvements and bike lanes, as well as projects that improve pedestrian and bicycle safety and connectivity, enhance accessibility, and prioritize pedestrian-scale lighting. These projects will support the Plan’s goals of providing safe, accessible and comfortable pedestrian and bicycle networks. The SPACC TIF District Plan is consistent with this Goal 9.A.

#### **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 SPACC TIF District Plan is aligned with these goals. As shown in Section 3.3 of the SPACC TIF District Plan, one of the District goals 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. The Plan will provide funding for projects that:

- ◆ Support new streets, street improvements, bike lanes...
- ◆ Improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges.
- ◆ Prioritize connections and pedestrian-scale lighting near commercial corridors, schools, parks and other institutions.

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 SPACC TIF District Plan will provide a funding source for connectivity and accessibility improvements throughout the TIF District, which encompasses the area running east-west along NE Sandy Boulevard where Interstate 205 and Interstate 84 intersect from roughly NE 82nd Avenue to NE 148<sup>th</sup> Avenue. This area includes the Parkrose Neighborhood Center and the Sandy Boulevard and 122<sup>nd</sup> Avenue civic corridors. The Plan's transportation improvement projects will support safe, livable, walkable places in the TIF District that provide accessible, 20-minute neighborhood services, programs and amenities for residents and workers, including in and around its neighborhood center and corridors. The SPACC 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 SPACC TIF District Plan includes pedestrian and bicycle improvement safety and connectivity projects that will support safe, active transportation in the TIF District. The SPACC 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:** Corridors in the SPACC TIF District has a history of serious crashes and are part of the Vision Zero High Crash Network. The SPACC TIF District Plan authorizes funding for transportation projects that improve pedestrian and bicycle safety and connectivity,



enhance accessibility, and prioritize pedestrian-scale lighting. The SPACC 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 SPACC 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, and projects that prioritize connections and pedestrian-scale lighting near commercial corridors, schools, parks and other institutions. 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 SPACC TIF District Plan furthers this goal by supporting commercial and mixed-use development to allow for more neighborhood businesses and jobs in the District, in combination with the Plan's recommended transportation projects, which will improve transit and multimodal access to the area's neighborhood business district and employment areas, thereby helping to expand residents' access to economic opportunity and the viability of these areas. The SPACC 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 SPACC TIF District Plan does not affect 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 SPACC TIF District does not affect any airport facilities and does not amend the Portland International Airport District or any of the plans that implement Goal 9.I. This goal 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 SPACC 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 SPACC TIF District Plan's recommended transportation projects focus on safety improvements to busy corridors, such as pedestrian crossings and sidewalk infill to provide safe connections to area destinations, such as parks, schools, so that people of all ages and abilities can safely and conveniently access local destinations by walking, biking, or rolling. These improvements will support active and low-carbon transportation modes. The 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 SPACC 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 TIF District 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.**

**Finding:** Policy 9.7 provides direction on maintaining efficient and reliable movement of goods and service and planning for freight system improvements. The SPACC TIF District Plan does not affect 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 under-served or under-represented or have historically borne unequal burdens.*

**Finding:** The SPACC TIF Districts Plan's recommended transportation projects focus on safety and connectivity improvements to bicycle and pedestrian networks, and routes to transit, in an area with a high share of under-served and under-represented people. As shown in the SPACC TIF District Report, the District has a higher unemployment rate and lower average wages than the rest of Portland. More than half of the TIF District's residents experience cost burden, meaning they spend over 30 percent of their income on housing. The TIF District also has a higher share (42 percent) of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole (32 percent) (SPACC TIF District Report, Attachment A). The SPACC 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 SPACC 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, and projects that prioritize connections and pedestrian-scale lighting near commercial corridors, schools, parks and other institutions. 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 SPACC TIF District Plan is consistent with Policy 9.9.

### **Policy 9.10 Geographic policies**

*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 SPACC TIF District Plan does not amend or affect 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 SPACC 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, and projects that prioritize connections and pedestrian-scale lighting near commercial corridors, schools, parks and other institutions. The TIF District Plan will therefore be consistent with Policies 9.17 through 9.21.

### **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 9.27 provide direction on the provision of a public transit system. The SPACC TIF District does not affect or interfere with the implementation of these policies. Policies 9.22 through 9.27 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 SPACC TIF District does affect 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 SPACC TIF District Plan does not change the Portland International Airport Plan District or have any effect on airport facilities. Policies 9.41 through 9.44 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 SPACC TIF District Plan does not affect 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 TIF District 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 SPACC 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 SPACC TIF District Plan does not affect 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 SPACC TIF District plan does not affect 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 proposed at this time as part of the establishment of the SPACC TIF District. Prevention, reduction, and mitigation of the impacts on the transportation system from new development and redevelopment within the TIF 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 SPACC TIF District Plan does not propose any changes to these policies. Policies 9.64 through 9.67 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 SPACC 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 SPACC 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

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## 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 21<sup>st</sup>- century city that targets and manages growth well, aligning 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 four Objectives, which each represent a series of strategies with a common goal.

## Goal

*The goal of the 202–2028 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 SPACC TIF District Plan aims to align economic prosperity with racial equity and climate action. The SPACC TIF District Plan envisions a District where:

- ◆ Residents will have access to meaningful, living-wage employment and economic opportunities, and new investment will bring community benefits including education, workforce training, renewable energy resources and environmental assets, and neighborhood amenities.
- ◆ Small businesses in the TIF District will continue to be supported and retained.
- ◆ Relationships and partnerships within the area are strong, supporting information-sharing, community-building, a more circular economy within and between diverse communities, and local resources for employment and healthcare.
- ◆ The community is stable and resilient in the face of climate change, natural disasters and related impacts to health and environment.

The TIF District Plan includes a category of economic development projects that aim to retain, create, and expand economic opportunities through investments in commercial, industrial and mixed-use properties, workforce housing, and in residential properties where home-based businesses operate. TIF-funded commercial projects will seek to:

- ◆ Provide long-term stable, accessible and affordable commercial space with priority for businesses and non-profits that are owned, led by, and/or support Priority Communities;
- ◆ Support employment of community members from the District and adjacent neighborhoods;



- ◆ Support mixed-use development that combines commercial space with the other eligible projects in the TIF District Plan, including affordable homes, and priority services and amenities;
- ◆ Support access to high-wage employment for the benefit of the SPACC residents; and
- ◆ Support home-based businesses (SPACC TIF District Plan, Section 4.2.B).

The Plan also allocates funding towards projects that support climate action, including green infrastructure projects, climate and resilience improvements associated with commercial and mixed-use developments, and energy efficiency upgrades for low-income homeowners. 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. These projects collectively will support economic prosperity and climate action within the District.

The District has a higher share (42 percent) of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole (32 percent) and has a concentration of neighborhood and BIPOC-serving service and retail establishments (SPACC TIF District Report, Attachment A). By focusing investments in the SPACC TIF District, the Plan will support economic prosperity that is aligned with climate action and racial equity. The SPACC 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. The SPACC TIF District Plan allocates funding to support economic development within the District but does not impact or change the City's efforts to enhance traded sector competitiveness across the city or the region.

The SPACC TIF District Plan does not have a focus on key traded sectors, but does not prevent the City from investing in traded sector cluster industries, developing industry-specific innovation strategies to support growth of green products and services, or addressing barriers to growth, inclusion, or innovation in competitive industries.

The economic development projects in the Plan will help to support new commercial and mixed-use development to meet current and future commercial demand. These



investments help ensure that the building stock in the TIF District's employment areas is aligned with modern commercial needs, and could support traded sector businesses. The SPACC TIF District Plan is therefore consistent with Objective 1 as it supports implementation by modernizing the commercial building stock in the area.

## **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 SPACC TIF District Plan will support the expansion of economic opportunities within the District. As shown in the SPACC TIF District Report, the District has a higher share (42 percent) of residents who identify as Black, Indigenous, or people of color (BIPOC) compared to Portland as a whole (32 percent) (SPACC TIF District Report, Attachment A).

TIF-funded commercial projects will seek to:

- ◆ Provide long-term stable, accessible and affordable commercial space with priority for businesses and non-profits that are owned, led by, and/or support Priority Communities;
- ◆ Support employment of community members from the TIF District and adjacent neighborhoods;
- ◆ Support mixed-use development that combines commercial space with the other eligible projects in this plan, including affordable homes, and priority services and amenities;
- ◆ Support access to high-wage employment for the benefit of District residents; and
- ◆ Support home-based businesses (SPACC TIF District Plan, Section 4.2.B).

Additionally, by reducing costs for housing and increasing homeownership opportunities, the TIF District Plan will increase economic stability and offers residents greater means to generate wealth. Therefore, the SPACC Plan will support equitable wealth creation through economic development and business support projects, as well as affordable housing investments. The SPACC TIF District Plan is therefore 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 SPACC TIF District does not intersect with the Central City District but includes a Neighborhood Commercial District that encompasses commercial centers and corridors. This objective contains many actions related to Neighborhood Commercial Districts that the SPACC TIF District Plan will directly support or help implement, including:



- ◆ Small business support
- ◆ Commercial tenant support programs
- ◆ Ground-floor commercial activation
- ◆ Priority area support for East Portland
- ◆ Neighborhood connectivity enhancement
- ◆ Equitable housing investment
- ◆ Innovative housing solutions

The TIF District Plan will support commercial and mixed-use development, redevelopment, and renovation, as well as a wide range of affordable housing types, and multimodal transportation connectivity improvements across the TIF District, along the Neighborhood Business District areas of NE Sandy Boulevard, and within the Parkrose Neighborhood Center and Roseway Neighborhood Center. These investments will support the types of employment, small business, entertainment, and cultural amenities prioritized by community members in the TIF District. See the findings in Section 3, Chapter 3 of this Findings Report for more details. The SPACC 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 SPACC 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 SPACC TIF District Plan does not affect the zoning, public/private partnerships, or transit systems that implement actions 4.3.1 through 4.3.3. However, the TIF District Plan’s 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 4.3.3 aims to ensure an adequate supply of industrial land and support site readiness. The SPACC TIF District contains includes industrial lands that are a key location for employment, including living wage manufacturing jobs. The TIF District Plan will provide a source of funding to support development, redevelopment, renovation, and mitigation for



industrial lands within the District. TIF investments to retain, attract, and grow industrial land employers aim to increase access to high-wage employment for the benefit of residents of the SPACC TIF District. These economic development investments will support implementation of Action 4.3.3.

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 those communities with poor transportation connections to job centers. The SPACC TIF District Report demonstrates that the area has lower incomes and higher unemployment rates than the average for Portland, and that households in this TIF District have poor transportation connections, in terms of safety and connectivity, to job centers. Therefore, the economic development investments that the SPACC Area TIF District Plan would allocate to the area will support implementation of 4.3.4. The SPACC TIF District Plan is consistent with Objective 4.



# 5. Area Plans

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Community and neighborhood plans are adopted by City Council and are components of the City of Portland's Comprehensive Plan. These plans are guiding policy documents for physical development within these defined areas. Each policy in these area plans describes a desirable outcome; however, not all policies are relevant to each particular decision, and it is not required that the proposed TIF District Plan advance all of the policies equally well. For this reason, area plan policies are first examined for their applicability to the decision at hand, and then only applicable policies are considered.

The SPACC TIF District boundary intersects with areas included in the Cully Neighborhood Plan and the Cully-Parkrose Community Plan. These are the area plan policies applicable to the proposed TIF District Plan and evaluated for consistency in these findings.

## Cully Neighborhood Plan

### Policies

#### Policy 1A

*Develop a strong neighborhood identity that creates a sense of identity and belonging for residents of the neighborhood and unifies residential, commercial, and industrial interests into a cooperative force for mutual improvements and advancement.*

**Finding:** While only a portion of the SPACC TIF District intersects the area covered by the Cully Neighborhood Plan, the long-term vision of the TIF District Plan is to fund investments that help provide a distinct sense of place and ownership for residents and businesses and foster relationships and partnerships within the District that support collaboration, community-building, residential stability, and economic opportunity. The TIF District Plan includes proposed investments in placemaking and community gathering spaces that create a sense of community and instill pride. The SPACC TIF District is consistent with Policy 1A.

#### Policy 3A

*Preserve Housing and Promote New Development - Preserve, protect, and improve housing stock while providing new housing opportunities for people of ages, family types, and income levels.*

**Finding:** A key component of the SPACC TIF District Plan is to expand and preserve access to affordable, stable housing for residents of the District. The TIF District Plan allocates at least 45 percent of all funding to the Portland Housing Bureau to create, preserve, and stabilize affordable housing within the TIF District. The SPACC TIF District Plan also creates a source of funding that can support the development of middle-income housing, and improve existing housing with repairs, climate resilience, and



accessibility upgrades (SPACC TIF District Plan, Section 4.2). This funding will allow residents of the TIF District greater opportunity to access housing that suits their needs, preferences, and financial capabilities. The SPACC TIF District Plan is consistent with Policy 3A.

#### **Policy 4A**

*Protect Residential Areas - Maintain and support the residential character of the neighborhood while promoting a supportive relationship among the residential, commercial, and industrial interests of the neighborhood.*

**Finding:** The SPACC TIF District Plan does not amend any zoning or land use designations, nor does it affect any development standards affecting residential, commercial, or industrial development. The TIF District Plan's proposed investments will increase housing capacity in the TIF District, allowing for more residents to live in the District, closer to goods, services, and employment. Other investments identified in the SPACC TIF District Plan include support for buffers between industrial and residential lands so both opportunities can coexist and create a beneficial, cohesive, healthier community. The SPACC TIF District is consistent with Policy 4A.

#### **Policy 4B**

*Commercial and Industrial Uses - Maintain and encourage commercial and industrial uses which serve the neighborhood and provide stable employment.*

**Finding:** The SPACC 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 TIF District Plan does aim to retain, create, and expand economic opportunities through investments in commercial, industrial and mixed-use properties that create thriving commercial neighborhood corridors, support employment of community members, and expand access to high-wage jobs. The SPACC TIF District Plan is consistent with Policy 4B.

#### **Policy 4D**

*Recreation - Maintain existing parks, playgrounds, and private open spaces; encourage new parks and community facilities.*

**Finding:** The SPACC TIF District Plan authorizes public recreation investments including new local parks, trails, and natural areas, covered spaces for existing parks. The TIF District Plan also supports investments in new and updated community centers. These investments will enhance service equity by increasing and improving park and recreational facilities in an area that is currently below the City's level of service standards (SPACC TIF District Report, Attachment A). The SPACC TIF District Plan is consistent with Policy 4D.



## Policy 5A

*Social and Cultural Center - Maintain existing and provide new social and cultural services and facilities.*

**Finding:** Policy 5 addresses the need for social services and facilities in the Cully neighborhood provided by a variety of organizations. The SPACC TIF District Plan envisions a District with places and programs that reflect the full cultural diversity of the community and support community connections and gathering. Proposed projects include community centers and multicultural community art spaces. The SPACC TIF District Plan is consistent with Policy 5A.

## Policy 5C

*Other Facilities and Social Services: Improve and enhance existing facilities in the neighborhood such as nursing and group home.*

**Finding:** The SPACC TIF District Plan supports investments in expanded and improved housing within the TIF District, including renovation and rehabilitation of existing housing, and housing that serves the needs of elders and people experiencing homelessness. These investments support the implementation of Policy 5C and are consistent with this policy.

## Policy 7A

*Support Businesses: Improve the neighborhood as a location for businesses while enhancing it as a place to live and work.*

**Finding:** The SPACC TIF District Plan helps support local businesses through investments in commercial, industrial and mixed-use properties, workforce housing, and in residential properties where home-based businesses operate. The specific economic development project categories in the SPACC TIF District Plan include:

- ◆ Predevelopment to support future commercial, market rate residential, and mixed-use development
- ◆ Land acquisitions and land banking for future commercial and mixed-use purposes
- ◆ Commercial, mixed-use development, redevelopment and renovation
- ◆ Arts and culture assets and amenities
- ◆ District signage, including directional signage to local businesses
- ◆ Infrastructure investments triggered by development, redevelopment or renovation activities

The TIF District Plans proposed housing investments also support business district vitality by allowing for more residents to live in the SPACC TIF District, closer to goods and services. Proposed multimodal transportation improvements will help residents and



visitors to safely access neighborhood businesses and amenities. The SPACC TIF District Plan is consistent with Policy 7A.

## Cully-Parkrose Community Plan

### Policies

#### Policy 3

*Redevelopment: The Parkrose Business District will be recognized as a commercial redevelopment area. The area bounded by Going Street, NE 82<sup>nd</sup> Avenue, Sandy Boulevard, and I-205 will be recognized as a residential redevelopment area.*

**Finding:** Figure 6-3 of the Comprehensive Plan shows that the SPACC TIF District contains the Parkrose Neighborhood Center. The SPACC TIF District Plan does not change commercial revitalization priorities or affect development capacity or allowed uses in the commercial/mixed-use zones. The SPACC TIF District Plan will allocate funding to support commercial and mixed-use development, prioritizing the types of local businesses and services identified by community members (SPACC TIF District Plan, Section 4.2.B). The proposed investments in housing will support the development, redevelopment, and renovation of diverse housing options throughout the TIF District. The SPACC TIF District Plan is consistent with Policy 3.

#### Policy 6

*Citizen Involvement: The important role of such groups as the Cully/Parkrose Community Group, Neighborhood Associations, and business organizations shall be recognized in involving citizens in the discussion and review of land use issues. This shall be done by providing notice to recognized organizations of land use issues and creating opportunities for review and comment on proposed changes to this plan and its implementing measures.*

**Finding:** The SPACC TIF District Plan values, vision, and goals were affirmed and vetted by a Steering Committee composed of key community stakeholders (SPACC TIF District Plan, Sections 3.1, 3.2, and 3.3). These stakeholders represented various public institutions and partners representing affordable housing, economic development, and non-profits. The committee also includes individual community members (e.g., small business owners and residents). In-person public engagement was led through collaborative partnerships with the Rosewood Initiative, Historic Parkrose, and the Jade District. Further, Prosper Portland initiated grant contracts with multiple organizations to conduct additional engagement, including Ebony Collective, Oregon Walks, Black Community of Portland, Leaders Become Legends, PDX Saints Love, Pathfinder Network, Historic Parkrose, APANO/Jade District, Division-Midway Alliance, Rosewood Initiative, Affiliated Tribes of Northwest Indians-Economic Development Corporation, and Immigrant and Refugee Community Organization. The SPACC TIF District Plan establishes an avenue for ongoing community input and influence by way of an advisory committee of community stakeholders who will be convened to inform future Five-Year



Action Plans for the TIF District (SPACC TIF District Plan, Section 5.1 and Exhibit E).  
The SPACC TIF District Plan is consistent with Policy 6.

