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# Central Eastside Corridor TIF District Findings of Fact

Prosper Portland

ECOnorthwest

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

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# 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 Plan establishing the TIF District by non-emergency ordinance. The ordinance adopting the TIF Plan must include findings that the plan “conforms to the [City’s] comprehensive plan and economic development plan . . . as a whole” (ORS 457.095(2)(c)).

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

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

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



#### ◆ Section 5 – Central City 2035 findings

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



# 2. Statewide Planning Goals

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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 Central Eastside Corridor TIF District Plan involved extensive community involvement, including steering committee meetings, subcommittee meetings, an in-person open houses and online survey, and community briefings (see Central Eastside Corridor TIF District Plan, Exhibit B for more details). This 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District is consistent with Goal 2.

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

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



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

The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not amend existing natural resource protections or environmental overlay zones (Zoning Code Chapter 33.430). Therefore, Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not change this program. Therefore, the Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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. Therefore, the Central Eastside Corridor 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 does not interfere with the implementation of the City's existing programs that implement this goal, the Central Eastside Corridor 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 CSP directs regulatory compliance with these requirements. The Central Eastside Corridor 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. The TIF District Plan does authorize funding for new or relocated utilities (including water, storm, and sanitary sewer facilities) to serve new development within the OMSI Master Plan District and at other large development sites. Future development and redevelopment within the TIF District will demonstrate compliance with applicable environmental requirements as part of the permitting process. The Central Eastside Corridor TIF District Plan is consistent with Goal 6.

### **Goal 7: Areas Subject to Natural Hazards**

*To protect people and property from natural hazards.*

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

In Portland, the Hazard Mitigation Plan identifies natural hazards, assesses the related threat and vulnerability to the city's facilities, and recommends mitigation strategies to address high risk assets. The Hazard Mitigation Plan also identifies the types of infrastructure that are important for hazard preparedness and response, which includes essential facilities, critical facilities and infrastructure, lifelines, and high potential loss facilities. The Hazard Mitigation Plan informs the Citywide Systems Plan (CSP) that guides infrastructure investments to meet the City's current and future needs. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does authorize funding for climate resilience investments, as well as seismic and other critical public safety improvements. Since the Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan, most of the housing units in the Central Eastside Corridor TIF District are within a half mile of a park (81 percent) (See Central Eastside Corridor TIF Report Attachment A). However, funding streams for repair, replacement, and ADA compliance updates for park facilities in this TIF District are deficient. One of the four project categories in the Central Eastside Corridor TIF District Plan is "Infrastructure," which will provide a potential funding source for new parks and open spaces to address the gap in households within a half-mile of a park as well as park improvements, streetscape improvements, and signage in the TIF District. The Central Eastside Corridor TIF District will support implementation of Goal 8 in the TIF District area and is consistent with Goal 8.

## **Goal 9: Economic Development**

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

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

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



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

These projects will support the implementation of the Comprehensive Plan’s goals and policies around economic development, as is demonstrated in Section 3, Chapter 6 of this report. Therefore, the Central Eastside Corridor 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 Central Eastside Corridor 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.

An essential component of the Central Eastside Corridor TIF District Plan is the preservation and creation of affordable, stable housing for families and individuals. The Plan contains values, goals, and projects that support this effort (Central Eastside Corridor TIF District Plan, Chapters 2.1, 2.3, and 3.1). In accordance with City policy, rental housing is created and preserved with a focus on families earning less than 60 percent of AMI, and homeownership housing with focus on families earning 80 to 100 percent or less of AMI, depending on home size. TIF funds may be used for activities that support property acquisition, pre-development, development, rehabilitation and/or preservation of affordable housing. These projects will support the implementation of the Comprehensive Plan’s goals and policies for housing, as demonstrated in Section 3, Chapter 5 of this report. Therefore, the Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not amend the CSP and does not propose new development that could impact the sufficiency of existing public facilities. The Central Eastside Corridor TIF District Plan will provide a source of funding to:

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

The Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside corridor. The Central Eastside Corridor 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 new pedestrian infrastructure (see Chapter 3.1 of the Central Eastside Corridor TIF District Plan). The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not amend any of the City's existing policies or programs that implement Goal 12 and TIF projects will support a safe



and convenient transportation system within the District, the Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not adopt or amend local energy policies or implement new provisions. The Central Eastside Corridor TIF District Plan authorizes funding to support compact commercial and multi-dwelling development near amenities and services, and funding for street and utilities improvements that support vertical development, including innovative infrastructure to meet sustainability and climate goals. These projects may support energy conversation in and around the TIF District. The Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan will increase the residential development capacity in the Plan area, located inside the urban growth boundary, further enabling the City to accommodate its forecasted growth. Therefore, the Central Eastside Corridor 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 Central Eastside Corridor TIF District does overlap with a portion of Portland's Willamette River Greenway. However, the Central Eastside Corridor TIF District Plan does not modify the City's inventory of greenway resources or uses, nor does it amend the City's Greenway and River overlay zones or other land use regulations within the greenway. Any future development within the TIF District and the Greenway and/or River



overlay zones will be required to demonstrate compliance with these regulations at the time of development. Therefore, the Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan. The Central Eastside Corridor TIF District Plan values, vision, and goals that directly align with the Comprehensive Plan’s guiding principle of economic prosperity include, but are not limited to, the following:

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



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

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

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

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

## Human Health

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

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



The area's current pedestrian and bicycle facility network does not adequately provide safety and the ability to live healthy, active lives, with transportation safety challenges such as serious injury crashes and fatal crashes.

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

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

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

## Environmental Health

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

**Finding:** "Resiliency and Sustainability" is one of the values that provides direction for the process of planning, implementing, and overseeing TIF investment within the Central Eastside Corridor TIF District. In support of the City's guiding principle for environmental health, the TIF District will provide funding for projects that:

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





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

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

## Equity

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

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

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

## Resilience

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



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

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

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

## Chapter 1: The Plan

### Goals

#### Goal 1.A Multiple goals

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

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

#### Goal 1.B Regional partnerships

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

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



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

### Goal 1.C A well-functioning plan

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

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

### Goal 1.D Implementation tools

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

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

### Goal 1.E Administration

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

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

## Policies

### THE COMPREHENSIVE PLAN

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



### Policy 1.1 Comprehensive Plan elements

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

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

### SUPPORTING DOCUMENTS

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

### Policy 1.2 Comprehensive Plan supporting documents

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

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

### Policy 1.4 Zoning Code

### Policy 1.5 Zoning Map

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

### Policy 1.6 Service coordination agreements

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

**Finding:** The City maintains several intergovernmental agreements concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and with public



school districts. The Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan is, on balance, supportive with the applicable principles, goals, and policies of the Comprehensive Plan. The TIF District Plan is therefore in compliance with Policy 1.8.

### **Policy 1.9 Development agreements**

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

**Finding:** The Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan demonstrate compliance with the Comprehensive Plan. The Comprehensive Plan defines “comply” to mean the plan is, on balance, supportive of the Comprehensive Plan as a whole.

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

#### **Guiding Principles**

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

#### **Goals**

- ◆ 1.D Implementation tools
- ◆ 2.A Community involvement as a partnership
- ◆ 2.B Social justice and equity



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





This Findings report contains additional detail on the TIF District Plan's support for policies related to these goals. This Findings report, along with the TIF Report and Plan, demonstrate that Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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, 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 Central Eastside Corridor 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 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 Central Eastside Corridor TIF District Plan is considered an implementation tool.

Improving and expanding infrastructure for safety, connectivity, resilience to natural hazards, and access to recreation are central elements of the Central Eastside Corridor TIF District Plan. The Plan authorizes funding for:

- ◆ New streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development within the OMSI Master Plan district and at other large development sites.
- ◆ Enhanced access for a variety of modes of transportation and users.
- ◆ Innovative infrastructure to meet sustainability and climate goals through innovation.
- ◆ Seismic resilience and system capacity upgrades.

### **Policy 1.15 Intergovernmental coordination**

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

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

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

### **Policy 1.16 Planning Commission review**

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

**Finding:** This TIF District Plan is defined as an implementation tool and must follow the procedure for Planning Commission review and recommendation described in Policy 1.16. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan and voted to recommend it to City Council at a public hearing on October 8, 2024. The Planning Commission fulfilled its responsibilities as outlined in this policy. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not include or amend any area specific plans, and does not impact the City’s ability to implement this Policy. Policy 1.19 states that area-specific plans may amend the Comprehensive Plan and its implementation tools. The Central City 2035 Plan is included in Figure 1-3. Area Specific Plans Adopted by Ordinance After May 24, 2018, and amended the Comprehensive Plan. The Central Eastside Corridor TIF District is located within the Central City Plan district. Therefore, this Findings report addresses relevant components of the Central City 2035 Plan (see Section 5). The Central Eastside Corridor TIF District Plan is therefore consistent with Policy 1.19.

## Chapter 2: Community Involvement

### Goals

#### Goal 2.A Community involvement as a partnership

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

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



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

### **Goal 2.C Value community wisdom and participation**

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

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

### **Goal 2.D Transparency and accountability**

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

**Finding:** As stated in Chapter 4.1 of the Central Eastside Corridor TIF District Plan, the implementation of the TIF District Plan will be informed by ongoing community engagement, involvement, and input from community leadership through the establishment of ad hoc advisory committee advising. This advisory committee of community stakeholders will be convened to inform future Five-Year Action Plans for the Central Eastside Corridor TIF District as the main mechanism for ongoing reporting and



implementation oversight. The Central Eastside Corridor TIF District Plan is consistent with Goal 2.D.

### **Goal 2.E Meaningful participation**

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

**Finding:** A Steering Committee, Subcommittee, Working Groups, surveys, open houses, and direct engagement targeted to those who live and/or work within the Central Eastside Corridor TIF District area ensured a multitude of ways for community stakeholders to meaningfully participate in and influence the Central Eastside Corridor TIF exploration planning and investment decision-making processes. The information gathered from the Steering Committee, open house, online survey, and community briefings were utilized to develop revised district boundaries, project lists, and priorities. The Central Eastside Corridor TIF District Plan also followed public notice and hearing procedures pursuant to the City’s legislative procedures (Portland Zoning Code, Chapter 33.740), which provided further opportunities for meaningful participation in the decision-making process (Central Eastside Corridor TIF District Plan, Exhibit B).

### **Goal 2.F Accessible and effective participation**

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

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

### **Goal 2.G Strong civic infrastructure**

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



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

## Policies

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

### PARTNERS IN DECISION MAKING

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

#### Policy 2.1 Partnerships and coordination

*Maintain partnerships and coordinate land use engagement with:*

**2.1.a.** *Individual community members.*

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

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

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

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

**2.1.f.** *People experiencing disabilities.*

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





**Finding:** Central Eastside Corridor TIF District Plan values, vision, and goals were affirmed and vetted by a Steering Committee composed of key community stakeholders (Central Eastside Corridor TIF District Plan, Chapters 2.1, 2.2, 2.3). Stakeholders represented a range from affordable housing development, market-rate housing development, design, architecture, engineering, property management, property development, business districts/associations, neighborhood organizations, large-scale employers, key opportunity sites, nonprofits, advocacy, and municipal taxing jurisdictions (Central Eastside Corridor TIF District Plan, Exhibit B). Additionally, representatives from various City bureaus participated in this process, including the Portland Housing Bureau, Bureau of Planning and Sustainability, Portland Bureau of Transportation, Bureau of Environmental Services, Portland Public Schools, and Portland Parks and Recreation. Multiple additional organizations, neighborhood associations, and business districts were reached during the Central City TIF Exploration briefing process, including Go Lloyd, Central Eastside Industrial Council, Pearl District Neighborhood Association, Old Town Community Association, Venture Portland, and Central City Coalition (Central Eastside Corridor TIF District Plan, Exhibit B). The Central Eastside Corridor 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 was initiated through a Central City TIF Exploration Steering Committee. The Steering Committee was comprised of 40 individuals representing a wide range of groups and interests, including business districts/associations, neighborhood organizations, nonprofits, advocacy groups, and city representatives. Steering Committee members were tasked with providing high-level input and feedback related to the vision, values, and goals as guiding principles for each district before breaking out into subcommittee conversations. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan institutes a vision and a set of



goals to commit to and support the promotion of environmental justice (Central Eastside Corridor TIF District Plan, Chapters 2.1, 2.2, 2.3). The community affirmed Central Eastside Corridor TIF District Plan's vision includes livable neighborhoods, connected and efficient transportation networks, and human-scaled accessible streets, connections, parks, open space, and recreation opportunities. The community-vetted Central Eastside Corridor TIF District Plan goals that support this vision include designing neighborhoods to include plazas, parks, open spaces, and recreation opportunities, access to healthy food and active transportation, and the redevelopment of large sites that include new compatible uses, green buildings, and infrastructure (Central Eastside Corridor TIF District Plan, Chapter 2.3). The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan's investments and implementation will be advanced in a manner consistent with the goals, values, and implementation principles identified in the Plan (Central Eastside Corridor TIF District Plan, Chapters 2.1, 2.2, and 2.3). Specifically, the TIF District Plan includes goals to minimize or mitigate involuntary displacement resulting from new development and expand the economic opportunities for all groups facing longstanding disparities, including education, housing, and employment, so that they can achieve equitable benefits of development and economic prosperity (Central Eastside Corridor TIF District Plan, Chapter 2.3). The Central Eastside Corridor 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:** The Central Eastside Corridor TIF District Plan supported community capacity building by offering honoraria to members offering a unique perspective and expertise to Prosper Portland on the issues of race, ethnicity, and other socio-economic disparities, as well as optional office hours on various topics for members to build knowledge and skills on additional topics. The TIF District Plan is consistent with Policy 2.5.

### **Policy 2.6 Land use literacy**

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

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

### **Policy 2.7 Agency capacity building**

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

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

## **COMMUNITY ASSESSMENT**

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



## Policy 2.8 Channels of communication

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

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

## Policy 2.9 Community analysis

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

**Finding:** As outlined in Attachment A of the Central Eastside Corridor TIF District Report, the Central City TIF Exploration Steering Committee utilized various data sources to assess the creation of TIF Districts across all Central City subdistricts. These included the American Community Survey (ACS), market platforms, federal bureaus, and local data sources. Additionally, Prosper Portland's 2023 Economic and Market Conditions Report provided insights into demographics, employment trends, industry dynamics, housing trends, and commercial real estate before and after COVID-19, addressing the unique conditions and recovery prospects of each subdistrict. In addition to the sources outlined in Attachment A of the TIF District Report, public engagement efforts for the Central Eastside Corridor District included online surveys and a community open house, which together gathered 335 points of feedback, enhancing the steering committee's understanding of community needs and priorities. The Central Eastside Corridor 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:** As described in Attachment A of the Central Eastside Corridor TIF District Report, Prosper Portland's 2023 Economic and Market Conditions Report provided insights into demographics, employment trends, industry dynamics, housing trends, and



commercial real estate, addressing the unique conditions and prospects of each subdistrict. From the interpretation and evaluation of the TIF District’s economic and market conditions and data analysis of demographics, the Central City TIF Exploration Steering Committee was given the opportunity to share input and recommendations on the creation of the Central Eastside Corridor TIF District Plan. Furthermore, as part of Phase 2 of the Central City TIF Exploration engagement process (Central Eastside Corridor TIF District Plan, Exhibit B), Subcommittee meetings included District-area-specific background information sharing, data analysis, and mapping exercises, which informed the Subcommittee’s recommendations on developing draft district boundaries, project lists, and investment phasing principles. The Central Eastside Corridor TIF District Plan is 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 stated in Chapter 4.1 of the Central Eastside Corridor TIF District Plan, Prosper Portland will develop Five-Year Action Plans for the Central Eastside Corridor TIF District Plan as part of the ongoing community engagement process. These action plans will be the main mechanism for the ongoing reporting of data collected and generated in relation to the Central Eastside Corridor TIF District, along with implementation oversight. These recurring Five-Year Action Plans will be undertaken with community leadership, input, and involvement through the convening of an ad hoc advisory committee that will advise Prosper Portland’s executive director and Portland Housing Bureau’s Director on the development of such plans. The Central Eastside Corridor 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 Central City TIF Exploration engagement summary (Central Eastside Corridor TIF District Plan, Exhibit B), the first Steering Committee meeting provided the established Central City TIF Exploration Steering the opportunity to go over Steering Committee roles and responsibilities. These roles and responsibilities include providing high-level input and feedback related to the vision, values, and goals as guiding principles for the investment of TIF resources in the Central Eastside Corridor District. In further accordance with Policy 2.12, Chapter 4.1 of the Central Eastside Corridor TIF District Plan delineates the advisory role of community stakeholders in the development of Central Eastside Corridor TIF District’s ongoing Five-Year Action Plans. The Central Eastside Corridor 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:** Prosper staff kicked-off the TIF District planning work as an ‘exploration process’ with a report or recommendation due to City Council. This process did not mandate the recommendation of any TIF Districts. Staff held discussions regarding various governance models during exploration process. Community influence will occur throughout the life of the TIF District through the establishment of 5-year action plans that are co-created with community to identify investment priorities and budget allocations in five-year increments. A committee of community stakeholders will assist in developing the plans and provide oversight throughout the implementation of the five-year action plans. The Central Eastside Corridor 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:** The Portland City Council will make final TIF implementation and investment decisions. The process of TIF planning for the Central Eastside Corridor area highlighted the committee’s role in making a recommendation to Council and provided key opportunities for input on the TIF District boundary, vision, values, goals, project list, and investment priorities. A committee of community stakeholders will assist in developing the plans and provide oversight throughout the implementation of the five-year action plans. The Central Eastside Corridor 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 Central City TIF Exploration engagement process informed the Central Eastside Corridor TIF District Plan’s district boundaries, visions, values, goals, project list, and investment priorities. In accordance with Policy 2.15, this engagement process is summarized in Plan Exhibit B which outlines the various engagement avenues, meeting topics, community feedback summaries, and how such feedback will advise the Central Eastside Corridor TIF District decision-making bodies. The Central Eastside Corridor 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 Central City TIF Exploration community engagement process sought to gather feedback and insight from a robust range of Central City stakeholders. While the Central City TIF Exploration Steering Committee did not collect demographic information about those engaged, the engagement process incorporated the intentional outreach of neighborhood associations, business districts, and relevant organizations/coalitions, which together capture and support many diverse needs and cultural perspectives (Central Eastside Corridor TIF District Plan, Exhibit B). The Central Eastside Corridor TIF District Plan offered honoraria to members offering a unique perspective and expertise to Prosper Portland on the issues of race, ethnicity, and other socio-economic disparities. The engagement process also included hosting optional office hours on various topics for members looking for further understanding and/or deep dive into specific topics. The TIF District Plan is consistent with Goal 2.24.



### 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 Central City TIF Exploration community engagement process sought to gather feedback and insight from a robust range of Central City stakeholders early on in the planning process to inform the TIF District boundaries, visions, values, goals, project list, investment priorities, governance considerations, and implementation principles (Central Eastside Corridor TIF District Plan, Exhibit B). The Central Eastside Corridor 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 described in the Central City TIF Exploration engagement summary (Central Eastside Corridor TIF District Plan, Exhibit B), the Steering Committee and Subcommittee members were provided with multiple meeting opportunities to analyze, validate, and use Central Eastside Corridor TIF-related data (e.g., demographic, employment, housing, and commercial-related data), to guide their recommendations for Central Eastside Corridor TIF District Planning and investment processes. The Central Eastside Corridor 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 Central City TIF Exploration engagement summary (Central Eastside Corridor TIF District Plan, Exhibit B), the Steering Committee and Subcommittee members were provided with Central Eastside Corridor TIF-related demographic data to guide their recommendations for potential Central Eastside Corridor TIF District project list options and project priorities. This provision of demographic data of potentially affected communities ensures that this community involvement process was carried out in accordance with Policy 2.27.

### Policy 2.28 Historical understanding

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

**Finding:** The documentation of the impact of past plans, particularly on the displacement of Black and Asian communities, already exists. This historical background of previous TIF District Plans was provided throughout the Central City TIF





Exploration community involvement process (Central Eastside Corridor TIF District Plan, Exhibit B) to not only acknowledge the harms the past TIF investment has caused but also to build relationships and provide local stakeholders opportunities to share their concerns, priorities, and recommendations around future displacement and other negative impacts. By allowing community stakeholders to review these historic preliminary findings and apply their institutional and historical knowledge, the Central City community involvement process was done in accordance with Policy 2.28.

### **Policy 2.29 Project-specific needs**

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

**Finding:** To customize and meet the various needs of community stakeholders, the Central City TIF Exploration engagement process provided multiple avenues for community residents to get involved (Central Eastside Corridor TIF District Plan, Exhibit B). In addition to Steering Committees and Subcommittees, which brought together neighborhood associations, business districts, and relevant organizations/coalitions, they also provided an in-person open house and online survey to ensure ample opportunity for community stakeholders to be involved in advising the Central Eastside Corridor TIF District's planning and investment processes. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.29.

### **Policy 2.30 Culturally-appropriate processes**

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

**Finding:** Engagement for the TIF District Plan included a Steering Committee with intentional representation from a broad range of organizations including nonprofit and advocacy groups as well as neighborhood associations and business districts to represent the broad community including under-represented groups. Translation and interpretation was not a need for the Central Eastside Corridor TIF District Plan process. The Central Eastside Corridor 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:** The TIF District Plan used diversified options for engagement, including in-person and virtual options for participation. Implementation will involve ongoing community input through the five-year action plans with a committee of community stakeholders to ensure that the TIF District investments are responsive to current and



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

### **Policy 2.33 Inclusive participation in Central City planning**

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

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

### **Policy 2.34 Accessibility**

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

**Finding:** The TIF District planning process included open houses held after normal work hours in a public building, with food and beverages provided during meal hours. In addition, an online survey gathered feedback from people unable to attend in person. Virtual or in-person briefings were provided upon request from community organizations and neighborhood stakeholder groups, with an online webpage updated with relevant information and upcoming meetings/open houses. The team sent regular updates to interested parties who signed up through the project webpage. The Central Eastside Corridor 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 Central City TIF Exploration engagement process incorporated the intentional outreach of neighborhood associations, business districts, and relevant organizations/coalitions, which together capture and support many diverse needs and cultural perspectives. The Central Eastside Corridor 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:** Community involvement throughout the TIF exploration process was utilized to create and evolve the district boundaries, project list, and investment priorities for the proposed new TIF districts including the Central Eastside Corridor. This will continue through five-year action plans with a committee of community stakeholders to ensure that the TIF District investments are responsive to current and future community needs. The TIF District Plan is consistent with Policy 2.36.

### **Policy 2.37 Process evaluation**

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

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

## **INFORMATION DESIGN AND DEVELOPMENT**

### **Policy 2.38 Accommodation**

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

### **Policy 2.39 Notification**

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



## Policy 2.40 Tools for effective participation

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

## Policy 2.41 Limited English proficiency (LEP)

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

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

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

The Central Eastside Corridor 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 new development or redevelopment designs are proposed with this TIF District Plan. However, this Plan will guide future investments and support development within the District that supports the Plan's values, vision, and goals. The Findings in response to the Comprehensive Plan's Guiding Principles (see Guiding Principles section of this document) demonstrate that the TIF District Plan will promote prosperity, health, equity, and resiliency. The Plan will help to reduce disparities by providing a funding source to advance affordable housing, economic opportunities, transportation safety improvements, and public realm enhancements (Central Eastside



Corridor TIF District Plan, Chapter 3.1). Funding for public realm enhancements, such as inclusive placemaking, beautification, and activation of public spaces will help foster social interaction. Therefore, the Central Eastside Corridor TIF District Plan is consistent with Goal 3.A.

### **Goal 3.B A climate and hazard resilient urban form**

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

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

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

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

### **Goal 3.C Focused growth**

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

**Findings:** The Central Eastside Corridor TIF District Plan will facilitate housing and economic development within the Central City plan area and along civic corridors (including NE Martin Luther King, SE Hawthorne, and SE Powell Boulevards) and areas well served by transit in the District (which intersects with the Orange, Red, and Blue MAX light rail lines and bus lines 6, 9, 12, 14, 15, and 19 but no designated transit station areas). See the responses for Policies 3.12 through 3.26, 3.44 through 3.51, and 3.53 through 3.59 of this report for more detail.



### Goal 3.D A system of centers and corridors

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

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

### Goal 3.E Connected public realm and open spaces

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

**Finding:** The Central Eastside Corridor TIF District Plan will provide a funding source that may be used for new public realm improvements as well as transportation connectivity and accessibility improvements. These projects can make the District safer and more appealing for biking, walking, and rolling. The TIF District Plan is therefore consistent with Goal 3.E.

### Goal 3.F Employment districts

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

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

### Goal 3.G Nature in the city

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

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



## Policies

### CITYWIDE DESIGN AND DEVELOPMENT

#### Policy 3.1 Urban Design Framework

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

**Finding:** The UDF provides guidance on the built and natural form of Portland, providing in Comprehensive Plan Figure 3-1 an arrangement of centers, corridors, city greenways, urban habitat corridors, and pattern areas. The Central Eastside Corridor 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 3.26 and 3.44 through 3.51 of this report, the Central Eastside Corridor TIF District Plan will support compact housing and commercial development in the centers and corridors within the District. Therefore, the Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan will facilitate housing and economic development within the Central City plan area. The TIF District does not intersect with any designated transit station areas but is well-served by MAX light rail and high-frequency bus lines that increase circulation in the Central City. See the responses for Policies 3.12 through 3.26, 3.44 through 3.51, and 3.53 through 3.59 of this report for more detail.

#### 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 Central Eastside Corridor TIF District Report demonstrates that the District is deficient in public facilities including inadequate park facilities, a lack of multimodal transportation, and the street infrastructure needed for the OMSI District (Report



Section 1.2). The TIF District Plan includes funding for street and utility improvements and public realm investments to reduce disparities within the District. This Plan also includes goals to minimize or mitigate displacement and projects to increase affordable housing including, but not limited to, preserving and stabilizing existing regulated affordable housing buildings, supporting development of new affordable multi-dwelling residential uses, and gap financing for new multi-dwelling middle-income residential development (Central Eastside Corridor TIF District Plan, Chapter 3.1). The projects in the Plan will be financed by tax increment revenues (TIF) allocated to the District. The TIF District Plan conforms with Policies 3.3.a and 3.3.b.

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

**Finding:** The TIF District Plan does not propose any specific new development, but the values, vision, goals, and projects described in the Central Eastside Corridor TIF District Plan are intended to guide equitable investment and lead to equitable development outcomes. The TIF District Plan conforms with this policy.

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

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

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

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

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



**Finding:** This TIF District Plan includes goals for housing, economic development, public facilities investments. The plan includes multiple goals around supporting access and opportunities for all people including the goal to “Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.” These goals are supported by projects in the plan that increase access to affordable housing and economic opportunities, reduce displacement risk, increase transportation safety and connectivity and improve access to public recreation opportunities (Central Eastside Corridor TIF District Plan, Chapter 3.1).

**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 Central Eastside Corridor TIF Districts 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 Plan also authorizes funding to diversify housing choices in the area including gap financing for new multi-dwelling, middle-income residential development (via conversion or new development) and development or renovation of regulated affordable multi-dwelling residential uses (including family size units and accessible units). The TIF District Plan is consistent with this policy.

### **Policy 3.5 Energy and resource efficiency**

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

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

### **Policy 3.6 Land efficiency**

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





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

### Policy 3.7 Integrate nature

*Integrate nature and use green infrastructure throughout Portland.*

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

### Policy 3.8 Leadership and innovation in design

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

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

### Policy 3.9 Growth and development

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

**Finding:** Implementation of the Central Eastside Corridor TIF District Plan will include the development of Five-Year Action Plans on a reoccurring basis. Prosper Portland and the Portland Housing Bureau will convene an ad hoc advisory committee advising Prosper Portland's executive director and PHB's Director, in order to inform development of Five-Year Action Plans. The ad hoc advisory committee will represent a broad diversity of voices, including private sector leadership, business organizations, small business owners, culturally specific organizations, and affordable housing developers in the crafting of the Five-Year Action Plan. The intent of the Five-Year Action Plan is to establish near-term investment priorities and associated budgets in

accordance with this Plan. The Five-Year Action Plans will additionally establish mechanisms for ongoing reporting and implementation oversight (Central Eastside Corridor TIF District Plan, Chapter 4.1)

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

### **Policy 3.10 Rural, urbanizable, and urban land**

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

**Finding:** No urban development or extension of urban services to rural land is proposed. The proposed TIF District is within the Portland City limits and regional Urban Growth Boundary. The establishment of this TIF District will support urban development within the Urban Growth Boundary. This plan is consistent with this policy.

### **Policy 3.11 Significant places**

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

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

#### **Finding:**

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

- ◆ Renew the Central City's Central Eastside Corridor through inclusive placemaking, beautification and activation of public spaces to foster a welcoming, vibrant center for Portland.
- ◆ Implement placemaking strategies to support businesses.
- ◆ Implement public art initiatives to support art walks and events.
- ◆ Make improvements to support activations within the District and implement signage solutions usable for all age groups.

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

## CENTERS

### Policy 3.12 Role of centers

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

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

### Policy 3.13 Variety of centers

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

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

### Policy 3.14 Housing in centers

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

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

### Policy 3.15 Investments in centers

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



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

### **Policy 3.16 Government services**

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

**Finding:** The Central Eastside Corridor TIF District Plan supports investments in commercial development and affordable housing that could provide opportunities for services like daycares, health services, and other government services. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan will provide a source of funding for public realm enhancements that may be used to support inclusive placemaking and activation of public spaces particularly in along the waterfront and commercial corridors in the Central Eastside. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan will support compact, safe, attractive, and accessible development within the within the Central City. Proposed projects include street improvements to enhance access for a variety of modes of transportation and users, and improvements to enhance accessibility for people with mobility challenges. These projects will help make the District safer and more appealing for biking, walking, and rolling. The Plan is consistent with Policy 3.18.

### **Policy 3.19 Center connections**

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

**Finding:** No changes are proposed to the location of centers, the existing planned routes or networks between centers, or to future street plans. However, the Central Eastside Corridor TIF District Plan does provide funding to support street improvements that



serve and provide better access to new district development in the Central Eastside Corridor TIF District and enhance access for a variety of modes of transportation and users (Central Eastside Corridor TIF District Plan, Chapter 3.1). The Plan supports 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 Central Eastside Corridor TIF District Plan is located in the Central City area designated in Figure 3-3 of the Comprehensive Plan. The Plan will authorize funding for innovative infrastructure to meet sustainability and climate goals, as well as signage, connectivity, and accessibility improvements to the Willamette River (Central Eastside Corridor TIF District Plan, Chapter 3.1). The Plan supports the City's implementation of Policy 3.20.

## **CENTRAL CITY**

### **Policy 3.21 Role of the Central City**

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

### **Policy 3.22 Model Urban Center**

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

### **Policy 3.23 Central City employment**

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

### **Policy 3.24 Central City housing**

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

### **Policy 3.25 Transportation hub**

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

### Policy 3.26 Public places

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

**Finding:** Policies 3.21 through 3.26 provide direction on the desired characteristics and functions of the Central City. The Central Eastside Corridor TIF District is located within the Central City designated in Figure 3-3 of the Comprehensive Plan. The Central Eastside Corridor TIF District Plan does not amend the zoning code or map designations, or transportation or park plans that implement these policies. However, the TIF District plan will support the development of employment and commercial services, a wide range of housing types, services and amenities, multimodal transportation options, and enhanced public spaces within the District (see Plan Chapter 3.1 for specific projects that support these types of development). These projects are intended to strengthen the Central City as a location for job creation, expand economic opportunities, promote livable mixed-use neighborhoods, and improve access and connectivity to public places, to the Willamette River, and throughout the District. The Plan is therefore consistent with Policies 3.21 through 3.26.

## GATEWAY REGIONAL CENTER

### Policy 3.27 Role of Gateway

### Policy 3.28 Housing

### Policy 3.29 Transportation

### Policy 3.30 Public places

**Finding:** Policies 3.27 through 3.30 pertain to the Gateway Regional Center. The proposed TIF District is not within the Gateway Regional Center as shown on Figure 3-3 of the Comprehensive Plan. These policies do not apply.

## TOWN CENTERS

### Policy 3.31 Role of Town Centers

### Policy 3.32 Housing

### Policy 3.33 Transportation

### Policy 3.34 Public places

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



## NEIGHBORHOOD CENTERS

### Policy 3.35 Role of Neighborhood Centers

### Policy 3.36 Housing

### Policy 3.37 Transportation

### Policy 3.38 Public places

**Finding:** Policies 3.35 through 3.38 apply to Neighborhood Centers. There are no Neighborhood Centers within the proposed TIF District as shown in Figure 3-3 of the Comprehensive Plan. These policies do not apply.

## INNER RING DISTRICTS

### Policy 3.39 Growth

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

### Policy 3.40 Corridors

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

### Policy 3.41 Distinct identities

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

### Policy 3.42 Diverse residential areas

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

### Policy 3.43 Active transportation

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

**Finding:** Policies 3.39 through 3.43 provide direction on the desired characteristics, identifies, and functions of Inner Ring Districts. The Central Eastside Corridor TIF District is located within the Inner Ring District designated in Figure 3-3 of the Comprehensive Plan. The Central Eastside Corridor TIF District Plan does not amend the zoning code or map designations, transportation plans, or historic resource and





design review tools that implement these policies. However, the TIF District Plan will authorize funding for housing and economic development projects that will support the expanded and diversified housing and employment opportunities within the District. The Plan's open space and signage projects aim to make improvements to support activations within districts to complement the district's identity. The Plan's street improvements will support safety of pedestrian and bike connections through the Central City. The Central Eastside Corridor TIF District Plan will therefore support the desired growth, opportunities, access, and identity of the Inner Ring District and is consistent with Policies 3.39 through 3.43.

## CORRIDORS

### Policy 3.44 Growth and mobility

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

### Policy 3.45 Connections

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

### Policy 3.46 Design

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

### Policy 3.47 Green infrastructure in corridors

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

**Finding:** Policies 3.44 through 3.47 provide direction on the desired characteristics and functions of corridors as well as street design and future land use changes. The Central Eastside Corridor TIF District Plan does not change the location of adopted corridors, impact transportation facility design or green infrastructure programs or standards, or amend the TSP. The projects identified in the Central Eastside Corridor TIF District Plan provide funding for multimodal transportation improvements and green infrastructure within the District, which includes the NE Martin Luther King Boulevard, SE Hawthorne Boulevard, and SE Powell Boulevard Civic Corridors. The Plan is consistent with Policies 3.44 through 3.47.

## CIVIC CORRIDORS

### Policy 3.48 Integrated land use and mobility

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

### Policy 3.49 Design great places

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

### Policy 3.50 Mobility corridors

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

**Finding:** Policies 3.48 through 3.50 provide direction on the desired characteristics, functions, and street design of civic corridors. The Central Eastside Corridor TIF District Plan does not change the boundary of corridors on the Urban Design Framework, impact transportation facility design, or amend the TSP. The District includes NE Martin Luther King Boulevard, SE Hawthorne Boulevard, and SE Powell Boulevard which are Civic Corridors. The projects identified in the Central Eastside Corridor TIF District Plan provide funding for high-density housing development, mixed-use development, pedestrian and bicycle facilities that would contribute to making the corridors within the district a safe, healthy, and attractive pedestrian environment and a quality living environment. The Plan is consistent with Policies 3.48 through 3.50.

### Policy 3.51 Freight

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

**Finding:** The District includes NE Martin Luther King Boulevard which is a Civic Corridor (designated in Figure 3-2) as well as a Priority Truck Street (designated in the City's Transportation System Plan). The TIF District Plan does not change the designation or applicable standards for Major or Priority Truck Streets. Any right of way investments will be coordinated with PBOT and consistent with the Transportation System Plan. Policy 3.51 does not apply.

## NEIGHBORHOOD CORRIDORS

### Policy 3.52 Neighborhood Corridors

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



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

## TRANSIT STATION AREAS

### Policy 3.53 Transit-oriented development

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

### Policy 3.54 Community connections

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

### Policy 3.55 Transit station area safety

*Design transit areas to improve pedestrian, bicycle, and personal safety.*

### Policy 3.56 Center stations

*Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.*

### Policy 3.57 Employment stations

*Encourage concentrations of jobs and employment focused land uses in and around stations in employment-zoned areas.*

### Policy 3.58 Transit neighborhood stations

*Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.*

### Policy 3.59 Destination stations

*Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.*

**Finding:** Policies 3.53 through 3.59 relate to transit station planning and supportive active transportation infrastructure and future land use changes. The Central Eastside Corridor TIF District Plan does not change the boundary of station areas on the Urban Design Framework or amend the TSP. The TIF District does not contain any center stations, employment stations, transit neighborhood stations, or destination stations identified in Figure 3-4 of the Comprehensive Plan. The Central Eastside Corridor TIF District Plan supports creation of affordable housing and economic prosperity so that

more people can live close to transit, shop close to transit within the District and support transit service. The Central Eastside Corridor TIF District Plan is therefore consistent with the Transit Station Areas of the Comprehensive Plan.

## CITY GREENWAYS

### Policy 3.60 Connections

### Policy 3.61 Integrated system

### Policy 3.62 Multiple benefits

### Policy 3.63 Design

**Finding:** Policies 3.60 through 3.63 relate to the establishment and design of the City greenway network. No new greenways are proposed and no changes are proposed to greenway design guidelines or standards. These policies do not apply.

## URBAN HABITAT CORRIDORS

### Policy 3.64 Urban habitat corridors

### Policy 3.65 Habitat connection tools

### Policy 3.66 Connect habitat corridors

**Finding:** Habitat corridors are mapped on Figure 3-6 of the Comprehensive Plan. The City has an adopted Natural Resources Inventory (NRI) that provides a basis for establishing future habitat corridors and enhancing connectivity. The City's environmental overlay zone regulations are the implementing regulatory tools to preserve natural resources and their ecosystem services, particularly in relationship habitat areas. The Central Eastside Corridor TIF District Plan does not amend either the NRI or the existing environmental zone regulations. Habitat corridors also include tree canopy. The Central Eastside Corridor TIF District Plan does not change Title 11 tree preservation and tree density requirements that apply in development situations. In addition, the Central Eastside Corridor TIF District Plan does not change the building coverage or minimum landscaped area standards of any zone. Policies 3.64 to 3.66 do not apply.

## EMPLOYMENT AREAS

### Policy 3.67 Employment area geographies

*Consider the land development and transportation needs of Portland's employment geographies when creating and amending land use plans and making infrastructure investments.*

**Finding:** The Central Eastside Corridor TIF District is located within the Central City employment area, shown on Figure 3-7 of the Comprehensive Plan. The Central Eastside Corridor TIF District Plan does not change the use allowances or development standards of the zones in these employment areas. The TIF District Plan will authorize funding for infrastructure improvements to support vertical development in the District including "new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development



within the OMSI Master Plan district and at other large development sites.” The 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:** The Central Eastside Corridor TIF District intersects with one regional truckway (Interstate-5) and several priority truck streets including SE Grand Avenue, SE Martin Luther King Boulevard, SE Water Avenue, SE Belmont Avenue, SE Morrison Avenue, SE Stark Street, SE Washington Street, SE Division Street, and SE Woodward Street as shown the City’s Transportation System Plan. The Central Eastside Corridor TIF District Plan does not amend the Citywide System Plan or the Transportation System Plan and therefore does not change Portland’s approach to regional truck corridors. Policy 3.68 does not apply.

## **PATTERN AREAS**

### **RIVERS PATTERN AREA**

#### **Policy 3.69 Historic and multi-cultural significance**

*Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally permitted fish species.*

#### **Policy 3.70 River transportation**

*Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland’s historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.*

#### **Policy 3.71 Recreation**

*Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland’s riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.*

#### **Policy 3.72 Industry and port facilities**

*Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities.*



### Policy 3.73 Habitat

*Enhance the roles of the Willamette and Columbia rivers and their confluence as an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.*

### Policy 3.74 Commercial activities

*Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.*

### Policy 3.75 River neighborhoods

*Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.*

### Policy 3.76 River access

*Enhance and complete Portland's system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.*

**Finding:** Policies 3.69 through 3.76 provide direction on the desired characteristics and functions of the Rivers Pattern Area, which includes areas along the Willamette and Columbia Rivers. The Central Eastside Corridor TIF District encompasses a portion of the Central Reach and North Reach of the Willamette River but does not intersect with or encompass the Columbia River. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475).

A central component of the Central Eastside Corridor TIF District Plan is enhancing access to the Willamette River and activation of the Central Eastside Corridor waterfront. The Central Eastside Corridor TIF District vision states “The Willamette River is the defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation and supports a range of river uses.” In support of this vision, the Plan allocates funding for:

- ◆ Signage, connectivity, and accessibility improvements that support access to the river.
- ◆ Public realm improvements that renew the Central City's Central Eastside Corridor through inclusive placemaking and activation of public spaces to support businesses
- ◆ “Inclusive neighborhoods” improvements that support development of services and amenities that enhance waterfront use and activation

These projects, combined with the Plan's focus on strengthening the district as location for job creation, economic opportunities, and regional assets in education and entertainment, will support implementation of these River Pattern Area policies along the Willamette River. The plan is consistent with Policies 3.69 through 3.76.



### Policy 3.77 River management and coordination

*Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.*

**Finding:** The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not encompass or intersect with the Columbia River. Policy 3.78 does not apply.

### Policy 3.79 Willamette River North Reach

*Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.*

### Policy 3.80 Willamette River Central Reach

*Enhance the role of the Willamette River Central Reach as the Central City and region's primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.*

**Finding:** Policies 3.79 and 3.80 address the role of the North Reach and Central Reach of the Willamette River. The Central Eastside Corridor TIF District Plan includes a segment of both the Willamette River North Reach and Central Reach. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475). The Central Eastside Corridor TIF District Plan will provide a source of funding to improve access to, and support activation along, the Willamette River, which includes improvements celebrating cultural assets and history. The Plan will support implementation Policy 3.80 (Central Eastside Corridor TIF District Plan, Chapter 3.1). See the Central City 2035 Plan findings in Section 5 of this Report for more information.

### Policy 3.81 Willamette River South Reach

*Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.*

**Finding:** The Central Eastside Corridor TIF District Plan does not encompass or abut with the South Reach of the Willamette River. No changes are proposed to the River Overlay Zone code or map (Portland Zoning Code, Chapter 33.475). Policy 3.81 does not apply.





### Policy 3.82 Willamette River Greenway

*Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway. See Figure 3-9 — Willamette Greenway Boundaries.*

**Finding:** The Central Eastside Corridor TIF District Plan does not amend or affect implementation of the plans or regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway. Policy 3.82 does not apply.

## CENTRAL CITY PATTERN AREA

### Policy 3.83 Central City districts

*Enhance the distinct identities of the Central City's districts.*

**Finding:** Policies 3.83 is largely carried out through design review within the Central City design districts. The Central Eastside Corridor TIF District Plan does not affect implementation of design review, and any development that is built pursuant to the Central Eastside Corridor TIF District Plan would be subject to design review procedures.

The Central Eastside Corridor TIF District Plan allocates funding to projects that improve or enhance signage, placemaking, services and amenities, and other public realm improvements throughout the TIF District. The Plan supports implementation of Policy 3.83. See the findings for the Central City 2035 Plan, Section 5 of this report, for more information.

### Policy 3.84 Central City river orientation

*Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river focused activities.*

**Finding:** A central component of the Central Eastside Corridor TIF District Plan is enhancing access to the Willamette River and activation of the Central Eastside Corridor waterfront. The Central Eastside Corridor TIF District vision states “The Willamette River is the defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation and supports a range of river uses.” In support of this vision, the Plan allocates funding for:

- ◆ Signage, connectivity, and accessibility improvements that support access to the river.
- ◆ Public realm improvements that renew the Central City’s Central Eastside Corridor through inclusive placemaking and activation of public spaces to support businesses.

- ◆ “Inclusive neighborhoods” improvements that support development of services and amenities that enhance waterfront use and activation.

The Central Eastside Corridor TIF District Plan is therefore consistent with Policy 3.84.

### **Policy 3.85 Central City pedestrian system**

*Maintain and expand the Central City’s highly interconnected pedestrian system.*

### **Policy 3.86 Central City bicycle system**

*Expand and improve the Central City’s bicycle system.*

**Finding:** Policies 3.85 and 3.86 are implemented by the Bureau of Transportation through the Transportation System Plan (TSP). No changes are proposed to the City’s TSP. The Central Eastside Corridor TIF District does allocate funding to street improvements that improve multimodal access throughout the District, so supports implementation of these policies. The Central Eastside Corridor TIF District is therefore consistent with Policies 3.85 and 3.86.

## **INNER NEIGHBORHOODS PATTERN AREA**

### **Policy 3.87 Inner Neighborhoods main streets**

### **Policy 3.88 Inner Neighborhoods street patterns**

### **Policy 3.89 Inner Neighborhoods infill**

### **Policy 3.90 Inner Neighborhoods active transportation**

### **Policy 3.91 Inner Neighborhoods residential areas**

**Finding:** The Central Eastside Corridor TIF District is not located within the Inner Neighborhoods Pattern area. Policies 3.87 through 3.91 do not apply.

## **EASTERN NEIGHBORHOODS PATTERN AREA**

### **Policy 3.92 Eastern Neighborhoods street, block, and lot pattern**

### **Policy 3.93 Eastern Neighborhoods site development**

### **Policy 3.94 Eastern Neighborhoods trees and natural features**

### **Policy 3.95 Eastern Neighborhoods buttes**

### **Policy 3.96 Eastern Neighborhoods corridor landscaping**

### **Policy 3.97 Eastern Neighborhoods active transportation**

**Finding:** The Central Eastside Corridor TIF District is not located within the Eastern Neighborhoods Pattern area. Policies 3.92 through 3.97 do not apply.

## **WESTERN NEIGHBORHOODS PATTERN AREA**

### **Policy 3.98 Western Neighborhoods village character**

### **Policy 3.99 Western Neighborhoods active transportation**

### **Policy 3.100 Western Neighborhoods development**

### **Policy 3.101 Western Neighborhoods habitat corridors**

### **Policy 3.102 Western Neighborhoods trails**



**Finding:** Policies 3.98 through 3.102 apply to the Western Neighborhoods, shown on 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 impacts to wildlife and natural systems, and integrates nature into the urban environment. Goals 4.A through 4.D address site and building design in development situations. This TIF District Plan does not include specific new development designs. All future projects within the District will need to meet applicable development and design standards, as environmental and historic resource overlay zone requirements, of the City of Portland's Zoning Code and permitting process. These goals do not apply.

### Policies

#### CONTEXT

**Policy 4.1 Pattern areas.**

**Policy 4.2 Community identity.**

**Policy 4.3 Site and context.**

**Policy 4.4 Natural features and green infrastructure.**

**Policy 4.5 Pedestrian-oriented design.**

**Policy 4.6 Street orientation.**

**Policy 4.7 Development and public spaces.**

**Policy 4.8 Alleys**

**Policy 4.9 Transitional urbanism.**

**Finding:** Policies 4.1 through 4.9 are intended to guide building and site design site and building design in development situations, and support designing development to contribute to the quality of the public realm of streets and other open spaces and natural areas. The Central Eastside Corridor TIF District Plan does not include specific new developments 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 Central Eastside Corridor TIF District Plan does not amend or impact any existing public safety and security services plans, strategies, or protocols that implement this policy. It also does not amend development or design standards, or programs related to design, accessibility, and safety. Policies 4.10 through 4.19 do not apply.

## DESIGN AND DEVELOPMENT OF CENTERS AND CORRIDORS

**Policy 4.20 Walkable scale.**

**Policy 4.21 Street environment.**

**Policy 4.22 Relationship between building height and street size.**

**Policy 4.23 Design for pedestrian and bicycle access.**

**Policy 4.24 Drive-through facilities.**

**Policy 4.25 Residential uses on busy streets.**

**Policy 4.26 Active gathering places.**

**Policy 4.27 Protect defining features.**

**Finding:** Policies 4.20 through 4.27 address design and development in centers and along corridors. The policies provide guidance on development scale, streetscapes, and gathering spaces. The Central Eastside Corridor TIF District Plan does not amend development or design standards, or programs related to street design, the planning and creation of public gathering spaces. Policies 4.20 through 4.27 do not apply.

**Policy 4.28 Historic buildings in centers and corridors.**

*Identify, protect, and encourage the use and rehabilitation of historic resources in centers and corridors.*

**Finding:** The Central Eastside Corridor TIF District Plan does not amend the City's historic resource preservation requirements. The Plan does provide a source of funding for tenant improvements and renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements. The Central Eastside Corridor's historic districts are a priority project area for these categories of improvements including the East Portland Grand Avenue

Historic District (Central Eastside Corridor TIF District Plan, Chapter 3.1). The Central Eastside Corridor TIF District Plan will therefore support implementation of Policy 4.28.

#### **Policy 4.29 Public art.**

*Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.*

**Finding:** No specific new development is proposed at this time. However, the Central Eastside Corridor TIF District Plan will provide a source of funding for public realm improvements, including inclusive placemaking and activation of public spaces which could include beautification initiatives. The Central Eastside Corridor TIF District Plan will therefore support implementation of Policy 4.29.

### **TRANSITIONS**

#### **Policy 4.30 Scale transitions.**

#### **Policy 4.31 Land use transitions.**

#### **Policy 4.32 Industrial edge.**

**Finding:** Policies 4.30 through 4.32 address scale and use transitions, which are implemented through the Zoning Code and map. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan.



The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not amend these scenic resource regulations. Policies 4.41 through 4.45 do not apply.

## HISTORIC AND CULTURAL RESOURCES

**Policy 4.46 Historic and cultural resource protection.**

**Policy 4.47 State and federal historic resource support.**

**Policy 4.48 Continuity with established patterns.**

**Policy 4.49 Resolution of conflicts in historic districts.**

**Policy 4.50 Demolition.**

**Policy 4.51 City-owned historic resources.**

**Policy 4.52 Historic Resources Inventory.**

**Policy 4.53 Preservation equity.**

**Finding:** Policies 4.46 through 4.53 address historic and cultural resources. The City's regulations for historic and cultural resource preservation are found in Chapter 33.445. No changes to these historic resources inventories, regulations, or programs are proposed with the Central Eastside Corridor 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 historic districts and signage within the TIF District, which could include opportunities to include historical and cultural art and signage in TIF investments to celebrate and represent diverse communities. These

projects support implementation of Policies 4.54 and 4.55, therefore the Central Eastside Corridor TIF District is consistent with these policies.

#### **Policy 4.56 Community structures.**

*Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses that continue their role as anchors for community and culture.*

#### **Policy 4.57 Economic viability.**

*Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.*

**Finding:** Policies 4.56 and 4.57 provide direction on the adaptive reuse of historic structures and resources. No specific adaptive reuse of historic resources is proposed at this time. However, the Central Eastside Corridor TIF District Plan does allocate funding that could be used in the historic districts (including the East Portland Grand Avenue Historic District) for tenant improvements to support small business stabilization and growth, with a focus on ground floor tenanting. The Central Eastside Corridor TIF District Plan could therefore support implementation of Policies 4.56 and 4.57.

#### **Policy 4.58 Archaeological resources.**

*Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with tribal nations, Native American communities, and the state to protect against disturbance to Native American archaeological resources.*

**Finding:** Policy 4.58 addresses protection and preservation of archaeological resources. The City's regulations for protection and preservation of archaeological resources are found in Chapter 33.445. No changes to these requirements are proposed through the Central Eastside Corridor TIF District Plan. Policy 4.58 does not apply.

### **PUBLIC ART**

#### **Policy 4.59 Public art and development.**

*Create incentives for public art as part of public and private development projects.*

**Finding:** The Central Eastside Corridor TIF District Plan does not create incentives for public art as part of public and private development projects and does not change or affect any existing incentives the City has in place to implement this policy. Policy 4.59 does not apply.

### **RESOURCE-EFFICIENT DESIGN AND DEVELOPMENT**

#### **Policy 4.60 Rehabilitation and adaptive reuse.**

*Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.*





#### **Policy 4.61 Compact housing.**

*Promote the development of compact, space- and energy efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.*

#### **Policy 4.62 Seismic and energy retrofits.**

*Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.*

**Finding:** Policies 4.60 and 4.62 provide direction on resource-efficient development by encouraging adaptive reuse, compact development, and seismic and energy-efficiency retrofits. The Central Eastside Corridor TIF District Plan will provide a future funding source that could be used for:

- ◆ Rehabilitation of existing buildings, including renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements.
- ◆ Transportation infrastructure and utilities improvements to support vertical development that “pursue[s] innovative infrastructure to meet sustainability and climate goals through innovation” and “improve[s] seismic resilience and system capacity upgrades.”
- ◆ New (middle income and affordable) multi-dwelling development.

Therefore, the Central Eastside Corridor TIF District Plan is consistent with Policies 4.60 through 4.62.

#### **Policy 4.63 Life cycle efficiency.**

#### **Policy 4.64 Deconstruction.**

#### **Policy 4.65 Materials and practices.**

#### **Policy 4.66 Water use efficiency.**

#### **Policy 4.67 Optimizing benefits.**

#### **Policy 4.68 Energy efficiency.**

#### **Policy 4.69 Reduce carbon emissions.**

#### **Policy 4.70 District energy systems.**

#### **Policy 4.71 Ecodistricts.**

#### **Policy 4.72 Energy-producing development.**

**Finding:** Policies 4.63 through 4.72 address resource efficiency and resilience and are primarily related to building and site design. These policies address energy use, use of recycled and healthy building materials, water use, carbon emissions, and energy systems. The Central Eastside Corridor TIF District Plan does not amend any existing design or development standards that have an impact on resource efficiency. The Central Eastside Corridor TIF District Plan also does not impact programs related to water or energy efficiency, recycling, or seismic resiliency. Policies 4.63 through 4.72 do not apply.



## DESIGNING WITH NATURE

**Policy 4.73 Design with nature.**

**Policy 4.74 Flexible development options.**

**Policy 4.75 Low-impact development and best practices.**

**Policy 4.76 Impervious surfaces.**

**Policy 4.77 Hazards to wildlife.**

**Policy 4.78 Access to nature.**

**Policy 4.79 Natural hazards and climate change risks and impacts.**

**Policy 4.80 Geological hazards.**

**Policy 4.81 Disaster-resilient development.**

**Policy 4.82 Portland Harbor facilities.**

**Policy 4.83 Urban heat islands.**

**Policy 4.84 Planning and disaster recovery.**

**Finding:** Policies 4.73 through 4.78 are intended to encourage development design to incorporate natural features and functions. These policies address site and building design and access to nature. The Central Eastside Corridor TIF District Plan does not amend existing design or development standards that implement these policies and does not propose any specific new development. Policies 4.73 to 4.78 do not apply.

## HEALTHY FOOD

**Policy 4.85 Grocery stores and markets in centers.**

**Policy 4.86 Neighborhood food access.**

**Policy 4.87 Growing food.**

**Policy 4.88 Access to community gardens.**

**Finding:** Policies 4.85 through 4.88 address ways that programs and land use plans can facilitate better access to healthy food. The Central Eastside Corridor TIF District Plan does not change any programs related to food access or change retail allowances or zoning that would directly affect food access. Policies 4.85 through 4.88 do not apply.

# Chapter 5: Housing

## Goals

### Goal 5.A: Housing diversity

*Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.*

**Finding:** The Central Eastside Corridor TIF District Plan expands housing diversity by allowing significant new funding for the Portland Housing Bureau to use in the TIF District Area for affordable housing creation and stabilization (at a minimum 45 percent of TIF revenue according to City policy). This additional funding would allow Portland residents greater opportunity to access housing that suits their needs, preferences, and



financial capabilities. Therefore, the Central Eastside Corridor 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 Central Eastside Corridor TIF District is embedded in throughout the TIF District Plan’s values, goals, and proposed projects/major activities (Central Eastside Corridor TIF District Plan, Chapters 2.1, 2.2, 2.3).

- ◆ Values:
  - Equity, Inclusivity, and Accessibility
  - Quality Housing for Full Range of Incomes Throughout Central City
- ◆ Vision:
  - Affordable housing supply maintains and supports the area’s growing racial, cultural, and economic diversity.
- ◆ Goals:
  - Create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capability in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults and the unmet needs of extremely low and very low-income households. *(In accordance with city policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100 percent or less of area median income depending on home size.)*
  - Maintain the economic and cultural diversity of the district and minimize or mitigate involuntary displacement resulting from new development.
  - Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.

The proposed affordable housing projects in the Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan is consistent with a healthy connected city and human health because it focuses on providing safe, decent and affordable housing options and increasing housing capacity in the District and enhancing in multimodal transportation access throughout the District. The Central Eastside Corridor TIF District Plan provides funding to increase housing opportunities, support development of services and amenities that complement new and renovated housing and enhance bicycle and pedestrian connectivity to goods and services that meet daily needs. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan will help preserve and increase the supply of affordable housing within the District by providing funding for affordable housing projects that:

- ◆ Preserve and stabilize existing regulated affordable housing buildings. The priority project areas for this category include SE Martin Luther King Jr Boulevard, Grand Avenue, the OMSI Master Plan District, and Clinton Triangle.
- ◆ Support development of new affordable multi-dwelling residential uses; including family size units and accessible units, including via site acquisition and site preparation such as seismic and liquefaction considerations for development. The priority project areas for this category also include SE Martin Luther King Jr Boulevard, Grand Avenue, the OMSI Master Plan District, and Clinton Triangle.

In accordance with city policy, rental housing is created and preserved with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100 percent or less of area median income depending on home size. The Central Eastside Corridor TIF District Plan is therefore consistent with Goal 5.D.

### Goal 5.E: High-performance housing

*Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.*

**Finding:** The Central Eastside Corridor TIF District Plan does not modify any development or building standards that ensure housing is energy- or resource-efficient. The Central Eastside Corridor TIF District Plan does allocate funding to the Portland



Housing Bureau (45 percent), which could be used to support implementation of this policy. TIF funds allocated to Prosper Portland can also be used to support middle-income housing for households at 80-120% of AMI. Therefore, the Central Eastside Corridor TIF District Plan is consistent with Goal 5.E

## Policies

### Policy 5.1 Housing supply.

### Policy 5.2 Housing growth.

**Finding:** Policies 5.1 and 5.2 provide direction on managing housing supply and growth citywide. The Central Eastside Corridor TIF District plan does not impact the implementation of these policies as it does not propose changes to the City's zoning code, zoning map, or housing needs analysis. These policies do not apply.

### Policy 5.3 Housing potential.

*Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.*

**Finding:** Policy 5.3 provides directs the City to evaluate plans and investments for their impact on housing capacity. The Central Eastside Corridor TIF District Plan provides significant funding (a minimum of 45 percent of the TIF revenues) to provide additional affordable housing supply that can serve low- and moderate-income households and to stabilize existing affordable housing. The TIF District Plan is consistent with Policy 5.3.

### Policy 5.4 Housing types.

*Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/clustered services.*

**Finding:** Funding from the Central Eastside Corridor TIF District Plan may be used to support development of new middle-income and affordable multi-dwelling residential uses; including family size units and accessible units. The TIF District Plan therefore conforms with Policy 5.4.

### Policy 5.5 Housing in centers.

*Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.*

**Finding:** The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not specifically address middle housing but addresses support for affordable housing and stabilizing housing for existing homeowners and renters. This range of options accommodates a broader diversity of income levels, allowing people to have more housing choices. In addition to the City's set-aside policy to allocate 45 percent of TIF funds to affordable housing, additional TIF funds allocated to Prosper Portland can also be used to support middle-income housing for households at 80-120 percent of AMI. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan provides a source of funding to support the development of new affordable multi-dwelling development which include accessible units. The Plan will therefore support implementation of Policies 5.7 through 5.9. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan encourages and enhances housing choice by providing additional housing implementation resources to the Portland Housing Bureau to be dedicated to the Central Eastside Corridor area. The Portland Housing Bureau will pursue projects while following policy 5.10 of the Comprehensive Plan. The Central Eastside Corridor TIF District Plan is consistent with Policy 5.10

#### **Policy 5.11 Remove barriers.**

*Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.*

**Finding:** The Central Eastside Corridor TIF District Plan does not impact the City's plans and procedures to address regulatory barriers, such as through the Housing Regulatory Relief Project. Policy 5.11 does not apply.

#### **Policy 5.12 Impact analysis.**

*Evaluate plans and investments, significant new infrastructure, and significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.*

#### **Policy 5.13 Housing stability.**

*Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.*

#### **Policy 5.14 Preserve communities.**

*Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.*

#### **Policy 5.15 Gentrification/displacement risk.**

*Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.*

#### **Policy 5.16 Involuntary displacement.**

*When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.*

#### **Policy 5.17 Land banking.**

*Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.*





### **Policy 5.18 Rebuild communities.**

*Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.*

### **Policy 5.19 Aging in place.**

*Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.*

**Finding:** Policies 5.12 through 5.19 require evaluation and analysis as to who will benefit and who will be burdened by a planning decision, including amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Zoning Code, and the Zoning Map. No amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Zoning Code, and the Zoning Map are proposed with the Central Eastside Corridor 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 Central Eastside Corridor District Plan includes a goal to minimize or mitigate involuntary displacement resulting from new development.

The Plan will support these goals through its affordable housing strategies (Central Eastside Corridor TIF District Plan, Chapter 3.1). These projects include development new affordable and middle-income housing development as well as preservation and stabilization existing regulated affordable housing buildings. The Plan is therefore consistent with Policies 5.12 through 5.19.

## **HOUSING LOCATION**

### **Policy 5.20 Coordinate housing needs in high-poverty areas.**

*Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.*

**Finding:** As demonstrated in the Central Eastside Corridor TIF District Report, about 43 percent of TIF District households earn less than \$50,000, compared to the Portland average of 30 percent. Overall, Median Household Income in Portland is \$85,876 compared to \$59,675 in the TIF District. 40 percent of the TIF District's renter households experience housing cost burden, meaning they spend over 30 percent of their income on housing. Housing cost burden puts residents at risk of displacement and suggests a need to stabilize the TIF District's households.

The Central Eastside Corridor TIF District Plan will provide a funding source for investment in affordable housing across the District. Martin Luther King Jr. Blvd and Grand Avenue, the OMSI Master Plan district, and Clinton Triangle are identified as priority areas for affordable housing development and preservation (Central Eastside Corridor TIF District Plan, Chapter 3.1). The Plan is consistent with Policy 5.20.



### **Policy 5.21 Access to opportunities.**

*Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and underrepresented populations and an existing supply of affordable housing.*

### **Policy 5.22 New development in opportunity areas.**

*Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities. See Figure 5-1 — Housing Opportunity Map.*

**Finding:** Policies 5.21 and 5.22 support affordable housing in areas with access to opportunities. As shown on Figure 5-1, the Central Eastside Corridor TIF District is within a high opportunity area. The Central Eastside Corridor TIF District Plan allocates funding to develop new affordable housing and support connectivity improvements throughout the District which will improve access to transportation, jobs, open spaces, schools, and supportive services and amenities. The Plan is consistent with Policies 5.21 and 5.22.

### **Policy 5.23 Higher-density housing.**

*Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.*

**Finding:** The Central Eastside Corridor TIF District is located within the Central City. The Central Eastside Corridor TIF District Plan allocates funding to support development of multi-dwelling rental housing. The Plan is therefore consistent with Policy 5.23.

### **Policy 5.24 Impact of housing on schools.**

*Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.*

**Finding:** The Central Eastside Corridor TIF District Plan does not change or impact the Portland Public Schools Long-Range Facility Plan. Policy 5.24 does not apply.

## **HOUSING AFFORDABILITY**

### **Policy 5.25 Housing preservation.**

*Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations*

### **Policy 5.26 Regulated affordable housing target.**

*Strive to produce and fund at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.*



### **Policy 5.27 Funding plan.**

*Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.*

**Finding:** The Central Eastside Corridor TIF District Plan will provide a source of funding (at 45 percent of TIF revenues) to support affordable housing in the District, which includes funding to preserve and stabilize existing regulated affordable housing buildings and develop new affordable multi-dwelling residential uses. The Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan will provide a source of funding (45 percent of TIF revenue according to City policy) to support implementation of the Portland Housing Bureau's affordable housing in the District. This investment will allow the City to invest in permanently affordable housing. The Central Eastside Corridor TIF District 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 Central Eastside Corridor TIF District Report highlights that half of the TIF District's renter households experience housing cost burden, meaning they spend over 30 percent of their income on housing. This issue is slightly less pronounced in the TIF District compared to the City of Portland (40 percent of renter households in the District, compared to 48 percent of renter households citywide).

The Central Eastside Corridor 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. The Central Eastside Corridor TIF District Plan is consistent with Policy 5.30.

### **Policy 5.31 Household prosperity.**

*Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.*

### **Policy 5.32 Affordable housing in centers.**

*Encourage income diversity in and around centers by allowing a mix of housing types and tenures.*

### **Policy 5.33 Central City affordable housing.**

*Encourage the preservation and production of affordable housing in the Central City to take advantage of the area's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.*

**Finding:** Policies 5.31 through 5.33 address affordable housing in centers and in the Central City specifically. The Central Eastside Corridor TIF District Plan will support affordable housing preservation and development, including family size units and accessible units, in the Central City. SE Martin Luther King Boulevard, SE Grand Avenue, the OMSI Master Plan District, and Clinton Triangle are identified as priority areas for these projects. Expanded affordable housing options in these areas will provide residents with convenient access to transit and transportation, education and training opportunities, and employment areas. The Central Eastside Corridor TIF District Plan is consistent with Policies 5.31 through 5.33.

### **Policy 5.34 Affordable housing resources.**

*Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.*

**Finding:** The Central Eastside Corridor TIF District Plan will provide a source of funding (at least 45 percent of TIF revenue) to support development and preservation of 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 Central Eastside Corridor TIF District Plan does not change or impact the implementation of the City's inclusionary housing program or other regulatory tools that implement this policy. Policy 5.35 does not apply.



### **Policy 5.36 Impact of regulations on affordability.**

*Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.*

**Finding:** The Central Eastside Corridor TIF District Plan does not alter the evaluation of how existing and new regulations affect private development of affordable housing and does not propose new regulations that could facilitate economically-exclusive neighborhoods. Policy 5.36 does not apply.

### **Policy 5.37 Mobile home parks.**

*Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.*

**Finding:** There are no mobile home parks with the Central Eastside Corridor TIF District Area. Policy 5.37 does not apply.

### **Policy 5.38 Workforce housing.**

*Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.*

### **Policy 5.39 Compact single-family options.**

*Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.*

### **Policy 5.40 Employer-assisted housing.**

*Encourage employer-assisted affordable housing in conjunction with major employment development.*

### **Policy 5.41 Affordable homeownership.**

*Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.*

### **Policy 5.42 Homeownership retention.**

*Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.*

### **Policy 5.43 Variety in homeownership opportunities.**

*Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.*



**Finding:** Policies 5.38 through 5.43 encourage the development of a variety of affordable housing options, including workforce housing, compact single-dwelling homes, employer-assisted housing and affordable homeownership. The Central Eastside Corridor TIF District Plan will allocate at least 45 percent of TIF funds to support the Portland Housing Bureau’s affordable housing programs in the District, which will provide a source of funding to implement these policies. In addition to the City’s set-aside policy to allocate 45% of TIF funds to affordable housing, additional TIF funds allocated to Prosper Portland can also be used to support middle-income housing for households at 80-120% of AMI. The Central Eastside Corridor TIF District is consistent with Policies 5.38 through 5.43.

#### **Policy 5.44 Regional cooperation.**

*Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.*

#### **Policy 5.45 Regional balance.**

*Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.*

**Finding:** Policies 5.44 and 5.45 address how the City engages with Metro and other jurisdictions in the Portland region on housing issues. The TIF District may provide resources related to housing but does not inform regional policy. Policies 5.44 and 5.45 are not applicable.

## **HOMELESSNESS**

#### **Policy 5.46 Housing continuum.**

*Prevent homelessness and reduce the time spent being homeless by allowing and striving to provide a continuum of safe and affordable housing opportunities and related supportive services including but not limited to rent assistance, permanent supportive housing, transitional housing, micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/rest areas.*

**Finding:** The Central Eastside Corridor TIF District Plan includes funding for the Portland Housing Bureau (at least 45 percent of TIF revenue) to contribute to a continuum of safe and affordable housing opportunities. The additional resources complement existing City investments in rent assistance, permanent supportive housing, transitional housing, micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/rest areas. The Plan is consistent with Policy 5.46.



## HEALTH, SAFETY, AND WELL-BEING

### **Policy 5.47 Healthy housing.**

*Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.*

### **Policy 5.48 Housing safety.**

*Require safe and healthy housing free of hazardous materials such as lead, asbestos, and radon.*

### **Policy 5.49 Housing quality.**

*Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.*

### **Policy 5.50 High-performance housing.**

*Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.*

### **Policy 5.51 Healthy and active living.**

*Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.*

### **Policy 5.52 Walkable surroundings.**

*Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.*

### **Policy 5.53 Responding to social isolation.**

*Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.*

**Finding:** Policies 5.47 through 5.53 relate to the design of housing. The Central Eastside Corridor TIF District Plan does not change any development standards that regulate housing safety, quality, energy efficiency, pedestrian connections. No development is currently proposed. The Central Eastside Corridor TIF District will help to facilitate housing development that promotes health, safety and well-being by providing funding to enhance the multimodal transportation network, support development of services and amenities that complement new and renovated housing, enhance accessibility for individuals with mobility challenges, and improve connectivity throughout the District, including to the waterfront. The Central Eastside Corridor TIF District Plan therefore supports implementation of Policies 5.47 through 5.53.



### **Policy 5.54 Renter protections.**

*Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.*

**Finding:** The Central Eastside Corridor TIF District Plan does not alter regulations establishing tenant protections including required relocation assistance when properties are sold and/or redeveloped (PCC 30.01.085). As a result, this policy does not apply.

## **Chapter 6: Economic Development**

### **Goals**

#### **Goal 6.A: Prosperity**

*Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:*

- ◆ *Create opportunity for people to achieve their full potential.*
- ◆ *Improve public health.*
- ◆ *Support a healthy environment.*
- ◆ *Support the fiscal well-being of the city.*

#### **Goal 6.B: Development**

*Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.*

#### **Goal 6.C: Business district vitality**

*Portland implements land use policy and investments to:*

- ◆ *Ensure that commercial, institutional, and industrial districts support business retention and expansion.*
- ◆ *Encourage the growth of districts that support productive and creative synergies among local businesses.*
- ◆ *Provide convenient access to goods, services, and markets.*
- ◆ *Take advantage of our location and quality of life advantages as a gateway to world class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.*

**Finding:** The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not affect the base development capacity in industrial, commercial, and institutional areas, or the development review system.

The Central Eastside Corridor TIF District Plan includes goals that align with the Comprehensive Plan's goals around economic prosperity and business district vitality (Central Eastside Corridor TIF District Plan, Chapter 2.3):

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

The Central Eastside Corridor TIF District Plan will implement these goals through investments that support commercial development, predevelopment, storefront improvements, and public-private partnerships. The specific economic development categories and projects in the Central Eastside Corridor TIF District Plan include:

- ◆ Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries
- ◆ Small Business Support
- ◆ Rehabilitation of Existing Buildings and Development of New Commercial Space

The housing programs also support business district vitality by allowing for more residents to locate in the Central Eastside Corridor TIF District, closer to employment areas, goods, services, and markets. The Central Eastside Corridor TIF District Plan includes projects to support public realm enhancements, signage, connectivity, and accessibility improvements, street and utility improvements to support vertical development. The Central Eastside Corridor TIF District Plan is consistent with Goals 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan includes values that guided the development of the Plan. The values that directly align with Policies 6.1 through 6.12 include:

- ◆ Innovation
- ◆ Community Stabilization and Prosperity
- ◆ Business Growth and Vitality
- ◆ Central City as a Destination

The TIF District Plan's economic and urban development proposed projects/major activities (Central Eastside Corridor TIF District Plan, Chapter 3.1) aim to retain, create, and expand economic opportunities through investments in predevelopment, storefront improvements, and public-private partnerships. Some of the programs that are eligible for funding in this category include:

- ◆ Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries:
  - Offer tenant funding and incentives to attract and retain anchor employers and hubs to support creative industrial firms, entrepreneurship, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms within the Central Eastside.
  - Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like OMSI.

- ◆ Small Business Support:
  - Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenantry and related leasing to
    - Support small business stabilization and growth with a focus on ground floor tenantry;
    - Support inclusive wealth creation; and
    - Create a vibrant retail environment that attracts diverse visitors from the region and beyond.
- ◆ Rehabilitation of Existing Buildings and Development of New Commercial Space:
  - Renovation of commercial buildings, including unreinforced masonry buildings (URMs), seismic upgrades, and other climate resilience related improvements.
  - Investments in both large and small construction of new commercial spaces and related parking needs, including conversion of office space to research and development, light manufacturing, maker spaces, and residential, as well as through lease and loan guaranties.

The projects in the Central Eastside Corridor TIF District Plan aimed at industry recruitment and employer attraction will support employment growth, diversification, and resilience in the area. The TIF projects aimed at neighborhood commercial space improvements will support small business development in the District. The Plan includes other projects that invest in regional assets, services, amenities, connectivity and signage, that may enhance Portland’s cultural, historic, recreational, educational, food-related, and ecosystem assets and services

Overall, the Central Eastside Corridor TIF District Plan projects will support economic development and employment growth within the District. The Central Eastside Corridor TIF District Plan is consistent with Policies 6.1 through 6.12.

## LAND DEVELOPMENT

**Policy 6.13 Land supply.**

**Policy 6.14 Brownfield redevelopment.**

**Policy 6.15 Regionally-competitive development sites.**

**Policy 6.16 Regulatory climate.**

**Policy 6.17 Short-term land supply.**

**Policy 6.18 Evaluate land needs.**

**Policy 6.19 Corporate headquarters.**

**Finding:** Policies 6.13 through 6.19 provide direction regarding land supply and development sites and regulations in employment areas. The Central Eastside Corridor TIF District Plan does not change the Comprehensive Plan designations, the Economic Opportunities Analysis, or any regulations affecting any currently designated employment lands. Policies 6.13 through 6.19 do not apply.



## TRADED SECTOR COMPETITIVENESS

### **Policy 6.20 Traded sector competitiveness.**

*Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.*

### **Policy 6.21 Traded sector diversity.**

*Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.*

### **Policy 6.22 Clusters.**

*Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.*

### **Policy 6.23 Trade and freight hub.**

*Encourage investment in transportation systems and services that will retain and expand Portland's competitive position as a West Coast trade gateway and freight distribution hub.*

### **Policy 6.24 Traded sector land supply.**

*Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.*

### **Policy 6.25 Import substitution.**

*Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.*

### **Policy 6.26 Business opportunities in urban innovation.**

*Strive to have Portland's built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.*

**Finding:** Policies 6.20 through 6.26 provide direction on supporting the traded sector business environment at the city and regionwide scale. The Central Eastside Corridor TIF District Plan will support implementation of these policies through allocation of funding to recruitment and retention of traded sector industries. Through this category of projects, TIF funding may be used to:

- ◆ Offer tenant funding and incentives to attract and retain anchor employers and hubs to support industrial and commercial job growth, including creative industrial firms, entrepreneurship, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms within the Central Eastside
- ◆ Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like OMSI.

The Central Eastside Corridor TIF District Plan is therefore consistent with Policies 6.20 through 6.26.



## EQUITABLE HOUSEHOLD PROSPERITY

### Policy 6.27 Income self-sufficiency.

*Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.*

**6.27.a.** *Support the role of industrial districts as a leading source of middle wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for underserved 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 and does not apply to the Central Eastside Corridor TIF District. The Central Eastside Corridor TIF District does not include land designated as Prime Industrial Area, but most of the area is designated as Central City Industrial as shown on Figure 6-1 of the Comprehensive Plan. The Central Eastside Corridor TIF District Plan does not change the supply of employment or industrial zoned land.

The Central Eastside Corridor TIF District Plan will support the expansion of economic opportunities within the TIF District. As demonstrated in the Central Eastside Corridor TIF District Report, about 43 percent of Central Eastside Corridor TIF District households



earn less than \$50,000, compared to the Portland average of 30 percent. Overall, Median Household Income in Portland is \$85,876 compared to \$59,675 in the TIF District. Additionally, 40 percent of the TIF District's renter households experience housing cost burden, meaning they spend over 30 percent of their income on housing (Report Sections 1.1, 1.2).

The Central Eastside Corridor TIF District aims to support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity. TIF-funded projects to support small businesses will advance business stabilization and growth as well as inclusive wealth creation. The economic development projects focused on industry recruitment and development of new will support employment growth and increase job opportunities in the TIF District

Additionally, reducing costs for housing and allowing more residents to reside closer to active transportation options improves public health outcomes, increases economic stability, and offers Portlanders greater means to accumulate savings. Therefore, the Central Eastside Corridor TIF District Plan will support expanded economic opportunities and reduced poverty and disparities through economic development and business support projects, as well as housing development and multimodal transportation enhancements. The Central Eastside Corridor TIF District is therefore consistent with Policies 6.27 through 6.31.

### **Policy 6.32 Urban renewal plans.**

*Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:*

- ◆ *Revitalization of neighborhoods.*
- ◆ *Expansion of housing choices.*
- ◆ *Creation of business and job opportunities.*
- ◆ *Provision of transportation linkages.*
- ◆ *Protection of residents and businesses from the threats posed by gentrification and displacement.*
- ◆ *The creation and enhancement of those features which improve the quality of life within the urban renewal area. Transportation, public facilities, and economic development*

**Finding:** The goals and proposed projects for major activities of the Central Eastside Corridor TIF District Plan address all of the topics identified in Policy 6.32 for urban renewal plans. The goals of the Central Eastside Corridor TIF District Plan that directly align with Policy 6.32 are as follows:

- ◆ Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and by supporting economic development strategies and programs that facilitate economic growth.

- ◆ Support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment so that they can achieve equitable benefits of development and economic prosperity.
- ◆ Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation.
- ◆ Create attractive, dense, high-quality affordable housing that accommodates a broad range of needs, preferences, abilities, and financial capability in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults and the unmet needs of extremely low and very low-income households.
- ◆ Enhance the existing character and diversity of the Central City districts, strengthening existing places and fostering the creation of new urban places and experiences.
- ◆ Maintain the economic and cultural diversity of the district and minimize or mitigate involuntary displacement resulting from new development.
- ◆ Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation, and the density of development needed to support these economically.
- ◆ Improve street design and function to increase efficiency and safety for all transportation modes and the ability to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access.

The proposed projects in 3.1 of the Plan will allocate funding for affordable housing, economic development, and infrastructure projects that will implement the TIF District's goals. Therefore, the Central Eastside Corridor TIF District Plan is consistent with Policy 6.32.

## CENTRAL CITY

### Policy 6.33 Central City.

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

**Finding:** In addition to the economic and urban development projects that will support employment growth and innovation in the Central Eastside Corridor TIF District Plan (see Plan Chapter 3.1 and the responses to findings for Policies 6.1 through 6.12 in this report), the Plan has goals and proposed projects to support Central City as a center for



arts, culture, entertainment, and tourism. One of the goals of the Plan is to “Expand activities that support tourism and complement economic success, vibrancy, and livability, with a focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation” (Central Eastside Corridor TIF District Plan, Chapter 2.3). The “Inclusive Neighborhoods” category of projects included in the Plan will provide a source of funding to invest in regional assets (i.e. education, entertainment) that attract a diverse variety of users. The Central Eastside Corridor TIF District Plan is consistent with Policy 6.33.

#### **Policy 6.34 Central City industrial districts.**

*Protect and facilitate the long-term success of Central City industrial sanctuary districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.*

**Finding:** The Central Eastside Corridor TIF District contains industrial areas throughout the district, including many areas that are part of the Central Eastside Industrial Sanctuary. While no changes are proposed to the City’s industrial district programs, regulations, or land use designations the projects identified can support the retention of existing industrial businesses, support investments in the industrial buildings in the district, and support employment growth consistent with the industrial function of the district. The Central Eastside Corridor TIF District Plan is consistent with Policy 6.34.

#### **Policy 6.35 Innovation districts.**

*Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.*

**Finding:** The Central Eastside Corridor TIF District is located within the Central City but not in the Marquam Hill area. Policy 6.35 does not apply.



## INDUSTRIAL AND EMPLOYMENT DISTRICTS

- Policy 6.36 Industrial land.
- Policy 6.37 Industrial sanctuaries.
- Policy 6.38 Prime industrial land retention.
- Policy 6.39 Harbor access lands.
- Policy 6.40 Portland Harbor Superfund Site.
- Policy 6.41 Multimodal freight corridors.
- Policy 6.42 Columbia East.
- Policy 6.43 Dispersed employment areas.
- Policy 6.44 Industrial land use intensification.
- Policy 6.45 Industrial brownfield redevelopment.
- Policy 6.46 Impact analysis.
- Policy 6.47 Clean, safe, and green.
- Policy 6.48 Fossil fuel distribution.
- Policy 6.49 Industrial growth and watershed health.
- Policy 6.50 District expansion.
- Policy 6.51 Golf course reuse and redevelopment.
- Policy 6.52 Residential and commercial reuse.
- Policy 6.53 Mitigation banks.
- Policy 6.54 Neighborhood buffers.
- Policy 6.55 Neighborhood park use.

**Finding:** Policies 6.36 through 6.55 relate to industrial land designations and land use allowances in industrial areas. As demonstrated in the Central Eastside Corridor TIF District Report Attachment A, about half of the District's acreage is designated as Industrial Sanctuary in the Comprehensive Plan; all of this land is zoned as General Industrial 2 (IG2). 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 both large and small construction of new or renovated commercial and industrial spaces and related parking needs for research and development, light manufacturing, and maker spaces but no specific industrial development is proposed at this time. The Central Eastside Corridor TIF District Plan does not encompass any harbor access lands or the Portland Harbor Superfund site. Policies 6.36 through 6.55 do not apply.

## CAMPUS INSTITUTIONS

- Policy 6.56 Campus institutions.
- Policy 6.57 Campus land use.
- Policy 6.58 Development impacts.
- Policy 6.59 Community amenities and services.
- Policy 6.60 Campus edges.
- Policy 6.61 Satellite facilities.

**Finding:** Policies 6.56 through 6.61 provide direction regarding campus institutions. The Central Eastside Corridor TIF District Plan does not include changes to campus institutional zones. These policies 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.*

### **Policy 6.68 Investment priority.**

*Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.*

### **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.*

### **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.*

**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.*

**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.*

**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:** Policies 6.62 through 6.73 provide direction regarding neighborhood business districts, including commercial areas located within Centers. The Central Eastside Corridor TIF District intersects with the neighborhood business districts shown on Figure 6-3 of the Comprehensive Plan, including SE Martin Luther King Boulevard/Grand

Avenue, SE Belmont Street, SE Hawthorne Boulevard, and SE Powell Boulevard. The TIF District Plan includes project categories that support small businesses, stabilize existing businesses, foster commercial development, and encourage economic growth in these neighborhood business districts including grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, incentives for affordable commercial tenancing and related leasing, renovation of commercial buildings, (including unreinforced masonry buildings, seismic upgrades, and other climate resilience related improvements), and investments in large and small construction of new or renovated commercial and industrial spaces and related parking needs.

The Central Eastside Corridor TIF District Plan is consistent with Policies 6.62 through 6.73. Conformance with relevant policies related to Centers is demonstrated in the responses to Policies 3.12 through 3.20 of this report.

## Chapter 7: Environment and Watershed Health

### Goals

#### Goal 7.A: Climate

*Carbon emissions are reduced to 50 percent below 1990 levels by 2035.*

#### Goal 7.B: Healthy watersheds and environment

*Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.*

#### Goal 7.C: Resilience

*Portland's built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.*

#### Goal 7.D: Environmental equity

*All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.*

#### Goal 7.E: Community stewardship

*Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.*

**Finding:** Goals 7.A through 7.E focus on City programs and actions to improve environmental quality, watershed health, and resilience. They also provide direction regarding planning for natural resource protection and a framework governing the City's environmental overlay zones.





The Central Eastside Corridor TIF District Plan does not include amendments to any programs or regulations that implement these goals. The Plan provides a future funding source that could be used for to enhance waterfront access, use, and activation, and for climate and resilience upgrades and innovation in commercial spaces and infrastructure (Central Eastside Corridor TIF District Plan, Chapter 3.1). The Central Eastside Corridor 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 regulatory systems related to development. They address environmental quality, equity, ecosystem services, climate, air and water, biodiversity and wildlife habitats, forests, invasive species, soils, hazards, stewardship, adaptive management and partnerships. The Central Eastside Corridor TIF District Plan does not include amendments to any programs or regulations that implement these policies.

The TIF District Plan provides a future funding source that could be used for climate and natural hazard resilience including:

- ◆ Renovation of commercial buildings, including to unreinforced masonry buildings, seismic upgrades, and other climate resilience related improvements
- ◆ Innovative infrastructure to meet sustainability and climate goals and to improve seismic resilience and system capacity upgrades.

Therefore, the Central Eastside Corridor 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 Central Eastside Corridor 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 new 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 Central Eastside Corridor TIF District Plan does not change the environmental overlay regulations. Any future development within the TIF District will need to demonstrate compliance with the City's natural resource protection requirements. These policies do not apply.

## AGGREGATE RESOURCES

**Policy 7.27 Aggregate resource protection.**

**Policy 7.28 Aggregate resource development.**

**Policy 7.29 Mining site reclamation.**

**Finding:** Policies 7.27 through 7.29 provide direction regarding aggregate resources. The Central Eastside Corridor TIF District Plan does not impact aggregate resources or mine sites. These policies do not apply.

## WATERSHED-SPECIFIC POLICIES

### COLUMBIA RIVER WATERSHED

**Policy 7.30 In-water habitat.**

**Policy 7.31 Sensitive habitats.**

**Policy 7.32 River-dependent and river-related uses.**

**Finding:** Policies 7.30 through 7.32 provide direction regarding habitat and river-related uses in the Columbia River Watershed. The Central Eastside Corridor TIF District Plan does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat enhancement, or river-dependent or river-related uses. These policies do not apply.



## **WILLAMETTE RIVER WATERSHED**

**Policy 7.33 Fish habitat.**

**Policy 7.34 Stream connectivity.**

**Policy 7.35 River bank conditions.**

**Policy 7.37 Contaminated sites.**

**Policy 7.38 Sensitive habitats.**

**Policy 7.39 Riparian corridors.**

**Policy 7.40 Connected upland and river habitats.**

**Policy 7.41 River-dependent and river-related uses.**

**Policy 7.42 Forest Park.**

**Finding:** Policies 7.33 through 7.42 provide direction regarding habitat and river-related uses in the Willamette River Watershed. The Central Eastside Corridor TIF District Plan does not affect the Environmental, Greenway, or River overlay zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies do not apply.

## **COLUMBIA SLOUGH WATERSHED**

**Policy 7.43 Fish passage.**

**Policy 7.44 Flow constriction removal.**

**Policy 7.45 Riparian corridors.**

**Policy 7.46 Sensitive habitats.**

**Policy 7.47 Connected rivers habitats.**

**Policy 7.48 Contaminated sites.**

**Policy 7.49 Portland International Airport.**

**Finding:** Policies 7.43 through 7.49 provide direction regarding the environment and watershed health in the Columbia Slough Watershed. The Central Eastside Corridor TIF District Plan does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies do not apply.

## **FANNO AND TRYON CREEK WATERSHEDS**

**Policy 7.50 Stream connectivity**

**Policy 7.51 Riparian and habitat corridors**

**Policy 7.52 Reduced hazard risks**

**Finding.** Policies 7.50 through 7.52 pertain to areas that are within or impact the Fanno and Tryon Creek Watersheds. The proposed TIF District is not located in, nor will it impact these watersheds. These policies do not apply.



## JOHNSON CREEK WATERSHED

**Policy 7.53 In-stream and riparian habitat.**

**Policy 7.54 Floodplain restoration.**

**Policy 7.55 Connected floodplains, springs, and wetlands.**

**Policy 7.56 Reduced natural hazards.**

**Finding:** Policies 7.53 through 7.56 provide direction regarding habitat and river-related uses in the Johnson Creek Watershed. The Central Eastside Corridor TIF District Plan does not affect the Environmental, Greenway, or River overlay zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies do not apply.

**Policy 7.57 Greenspace network.**

*Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.*

**Finding:** The Central Eastside Corridor TIF District Plan will provide a source of funding for new parks and trails in the District (Central Eastside Corridor TIF District Plan, Section 4.2). The TIF District Plan is consistent with Policy 7.57.

## Chapter 8: Public Facilities and Services

### Goals

#### **Goal 8.A: Quality public facilities and services**

*High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.*

#### **Goal 8.B: Multiple benefits**

*Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.*

#### **Goal 8.C: Reliability and resiliency**

*Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.*

#### **Goal 8.D: Public rights-of-way**

*Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.*





### **Goal 8.E: Sanitary and stormwater systems**

*Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.*

### **Goal 8.F: Flood management**

*Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.*

### **Goal 8.G: Water**

*Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.*

### **Goal 8.H: Parks, natural areas, and recreation**

*All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.*

### **Goal 8.I: Public safety and emergency response**

*Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.*

**Finding:** Goals 8.A through 8.I provide direction on the provision of quality public services, in a manner which supports the overall guiding principles of the Comprehensive Plan: economic prosperity, human and environmental health, equity and resilience. The adopted 2035 Comprehensive Plan includes the Citywide Systems Plan (CSP). The CSP includes inventory, condition, and future project information for City transportation, water, sanitary sewer, and stormwater systems, as required by Oregon Planning Goal 11: Public Facilities and Oregon Revised Statute 19, as well as for parks, recreation, and other facilities and systems provided by the City of Portland. The Central Eastside Corridor TIF District Plan does not amend the CSP.

The Central Eastside Corridor TIF District Plan will provide a source of funding transportation infrastructure and utilities to support development (Central Eastside Corridor TIF District Plan, Chapter 3.1), including projects that:

- ◆ Provide new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development, particularly within the OMSI Master Plan district.
- ◆ Pursue infrastructure to meet sustainability and climate goals through innovation.
- ◆ Improve seismic resilience and system capacity upgrades.

The findings in this report under Section 2, Guiding Principles, demonstrate that this TIF District Plan and its projects support economic prosperity, human and environmental health, equity and resilience within the District. Since the Plan provides a funding source for public facilities and services that support the overall guiding principles of the Comprehensive plan, the TIF District Plan supports Goals 8.A through 8.C.

### **Goal 8.J: Solid waste management**

*Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.*

**Finding:** Goal 8.J provides direction on the planning for and provision of solid waste management services. The Central Eastside Corridor TIF District Plan does not impact the City's provision of solid waste management services. This goal does not apply.

### **Goal 8.K: School facilities**

*Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.*

**Finding:** Goal 8.K provides direction on the planning for and provision of school facilities. The Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not urbanize any rural land or include new specific public facilities or infrastructure projects. The Central Eastside Corridor TIF District Plan provides a source of funding to support projects consistent with City plans and policies.

Infrastructure needs for new development will be addressed at the time of development. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not include new public facility or infrastructure projects or amendments to public service coordination agreements. These policies do not apply. These agencies were notified of the Central Eastside Corridor 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 Central Eastside Corridor TIF district is within the City's boundary and Urban Services Boundary and the TIF District Plan does not include new public facility or infrastructure projects or service extensions. These policies do not apply.

## PUBLIC INVESTMENT

**Policy 8.20 Regulatory compliance.**

*Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.*



### **Policy 8.21 System capacity.**

*Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.*

### **Policy 8.22 Equitable service.**

*Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.*

*8.22.a. In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.*

*8.22.b. In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.*

*8.22.c. In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.*

*8.22.d. In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.*

### **Policy 8.23 Asset management.**

*Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.*

### **Policy 8.24 Risk management.**

*Maintain and improve Portland's public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.*

### **Policy 8.25 Critical infrastructure.**

*Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.*

### **Policy 8.26 Capital programming.**

*Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.*

#### **Finding:**

Policies 8.20 through 8.26 provide direction on investment priorities for public facilities, including the establishment, maintenance, and improvement of such facilities. The Central Eastside Corridor TIF District provides a source of funding for street and utilities

improvements to support new development in the area (Central Eastside Corridor TIF District Plan, Chapter 3.1), including projects that:

- ◆ Provide new streets, street improvements, bike lanes, new and/or relocated utilities (water, storm, sanitary sewer) to serve and provide better access to new district development, particularly within the OMSI Master Plan District.
- ◆ Enhance access for a variety of modes of transportation and users.
- ◆ Develop innovative infrastructure to meet sustainability and climate goals.
- ◆ Improve seismic resilience and system capacity upgrades.

The Central Eastside Corridor 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 Central Eastside Corridor TIF District may provide a source of funding for public facilities within the District, it does not include specific new public facility or infrastructure projects. Cost sharing is addressed by the service bureaus in conjunction with individual development proposals based on site-specific circumstances. These policies do not apply.

## PUBLIC BENEFITS

**Policy 8.31 Application of Guiding Principles.**

*Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.*

**Finding:** The Central Eastside Corridor TIF District Plan does not propose new public facilities but does authorize funding for certain public facilities as demonstrated in the TIF District Plan Chapter 3.1. This report contains findings that demonstrate that the TIF District Plan is consistent with the Comprehensive Plan Guiding Principles (see the Guiding Principles subsection of Section 3 in this report). The Central Eastside Corridor 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 specific new public facilities is not proposed through this TIF District Plan and no changes are proposed to the City's procedures or standards that guide the development of new public facilities. Policies 8.32 through 8.38 do not apply.

## **PUBLIC RIGHTS-OF-WAY**

- Policy 8.39 Interconnected network.
- Policy 8.40 Transportation function.
- Policy 8.41 Utility function.
- Policy 8.42 Stormwater management function.
- Policy 8.43 Trees in rights-of-way.
- Policy 8.44 Community uses.
- Policy 8.45 Pedestrian amenities.
- Policy 8.46 Commercial uses.
- Policy 8.47 Flexible design.
- Policy 8.48 Corridors and City Greenways.
- Policy 8.49 Coordination.
- Policy 8.50 Undergrounding.
- Policy 8.51 Right-of-way vacations.
- Policy 8.52 Rail rights-of-way.

**Finding:** Policies 8.39 through 8.52 provide direction on the planning and design of new public facilities, uses, or infrastructure projects in the right-of-way; and right of way vacations. The Central Eastside Corridor TIF District Plan does not include specific new public facility, uses, or infrastructure projects in the right-of-way but does provide potential funding for these improvements. Any new public facility, uses, or infrastructure projects associated with the TIF District Plan will demonstrate consistency with these requirements at the time of development. These policies do not apply.





## TRANSPORTATION SYSTEM TRAILS

**Policy 8.53 Public trails.**

**Policy 8.54 Trail system connectivity.**

**Policy 8.55 Trail coordination.**

**Policy 8.56 Trail diversity.**

**Policy 8.57 Public access requirements.**

**Policy 8.58 Trail and City Greenway coordination.**

**Policy 8.59 Trail and Habitat Corridor coordination.**

**Finding:** Policies 8.53 through 8.60 apply to the planning, design, improvement, and maintenance of the City's trail system. The Central Eastside Corridor TIF District Plan does not amend the City's trail system or designated trail alignments. No new trails or trail improvements are proposed at this time. These policies do not apply.

## SANITARY AND STORMWATER SYSTEMS SANITARY SYSTEM

**Policy 8.61 Sewer connections.**

**Finding:** Policy 8.61 applies to development. No development is proposed at this time. Policy 8.61 is ensured through Title 25, Plumbing Regulations and verified at the time of development permit application. The Central Eastside Corridor TIF District Plan do not alter or affect Title 25 requirements. This policy does not apply.

**Policy 8.62 Combined sewer overflows.**

**Policy 8.63 Sanitary sewer overflows.**

**Policy 8.64 Private sewage treatment systems.**

**Policy 8.65 Sewer extensions.**

**Policy 8.66 Pollution prevention.**

**Policy 8.67 Treatment.**

**Finding:** Policies 8.62 through 8.67 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 Central Eastside Corridor TIF District Plan does not change these policies. These policies do not apply.



## STORMWATER SYSTEM

**Policy 8.68 Stormwater facilities.**

**Policy 8.69 Stormwater as a resource.**

**Policy 8.70 Natural systems.**

**Policy 8.71 Green infrastructure.**

**Policy 8.72 Stormwater discharge.**

**Policy 8.73 On-site stormwater management.**

**Policy 8.74 Pollution prevention.**

**Policy 8.75 Stormwater partnerships.**

**Finding:** Policies 8.68 through 8.75 to apply to the provision of stormwater facilities. The Citywide Systems Plan includes projects to address facilities needed for conveyance, flow control and pollution reduction. Environmental Services evaluates development proposals that increase impervious area (including buildings and hardscape) against the City's Stormwater Management Manual and Source Control Manual to effectively comply with local, state and federal point and non-point pollution water quality mandates. The Central Eastside Corridor 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 Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not amend, or affect implementation of, these policies. Policies 8.81 through 8.91 do not apply.

## **PARKS AND RECREATION**

**Policy 8.92 Acquisition, development, and maintenance.**

*Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.*

**Policy 8.93 Service equity.**

*Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.*

**Policy 8.94 Capital programming.**

*Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.*

**Policy 8.95 Park planning.**

*Improve parks, recreational facilities, natural areas, and the urban forest in accordance with relevant master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input. Consider developing master or management plans for properties that lack guiding plans or strategies.*



### **Policy 8.96 Recreational trails.**

*Establish, improve, and maintain a complete and connected system of Major Public Trails that provide recreational opportunities and that can serve transportation functions consistent with policies 8.53 through 8.60 and other City trail policies and plans.*

### **Policy 8.97 Natural resources.**

*Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.*

### **Policy 8.98 Urban forest management.**

*Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation. See also Policy 7.10.*

### **Policy 8.99 Recreational facilities.**

*Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.*

### **Policy 8.100 Self-sustaining Portland International Raceway (PIR).**

*Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.*

### **Policy 8.101 Self-sustaining and inclusive golf facilities.**

*Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.*

### **Policy 8.102 Specialized recreational facilities.**

*Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.*

### **Policy 8.103 Public-private partnerships.**

*Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.*

**Finding:** Policies 8.92 through 8.103 provide direction on the City's park system planning. Policies 8.100 and 8.101 apply specifically to the Portland International Raceway and Golf Facilities and so are not applicable to this district. The Central Eastside Corridor TIF District does not amend any of the City's parks and recreation programs or requirements. As demonstrated in the Central Eastside Corridor TIF District Report, all of the housing units in the Central Eastside Corridor TIF District are within a half mile of a park and meet the City's level of service standards. However, funding streams for repair, replacement, and ADA compliance updates for park facilities in this TIF District are deficient.

The plan authorizes funding for public realm enhancements and inclusive neighborhood improvements that may support development of amenities and assets for education and entertainment as well as enhancing waterfront use and activation. The plan is therefore consistent with these policies.

## **PUBLIC SAFETY AND EMERGENCY RESPONSE**

### **Policy 8.104 Emergency preparedness, response, and recovery coordination.**

*Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.*

### **Policy 8.105 Emergency management facilities.**

*Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.*

### **Policy 8.106 Police facilities.**

*Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.*

### **Policy 8.107 Community safety centers.**

*Establish, coordinate, and co-locate public safety and other community services in centers.*

### **Policy 8.108 Fire facilities.**

*Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds minimum established service levels.*

### **Policy 8.109 Mutual aid.**

*Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.*

### **Policy 8.110 Community preparedness.**

*Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.*

### **Policy 8.111 Continuity of operations.**

*Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.*

**Finding:** Policies 8.104 through 8.111 provide direction on the provision of public safety and emergency response services and facilities. These policies are focused on the operational, facility-based, and inter-agency coordination aspects of emergency management. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does authorize



funding for seismic upgrades and climate resilient improvements within the District. The Plan is therefore consistent with these policies and does not interfere with the implementation of 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 Central Eastside Corridor TIF District Plan does not impact or amend the City's land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively. Policy 8.112 does not apply.

## SCHOOL FACILITIES

### **Policy 8.113 School district capacity.**

### **Policy 8.114 Facilities planning.**

### **Policy 8.115 Co-location.**

### **Policy 8.117 Recreational use.**

### **Policy 8.118 Schools as emergency aid centers.**

### **Policy 8.119 Facility adaptability.**

### **Policy 8.120 Leverage public investment.**

### **Policy 8.121 School access.**

### **Policy 8.122 Private institutions.**

**Finding:** Policies 8.114 through 8.122 provide direction on planning for school facilities and school sites. The Central Eastside Corridor TIF District Plan does not impact the Portland Public Schools Long Range Facility Plan or implementation of school facility policies. These policies do not apply.

## TECHNOLOGY AND COMMUNICATIONS

### **Policy 8.123 Technology and communication systems.**

### **Policy 8.124 Equity, capacity, and reliability.**

**Finding:** Policies 8.123 and 8.124 provide direction on the provision technology and communication services. The Central Eastside Corridor TIF District plan does not impact or interfere with the implementation of these policies. Policies 8.123 and 8.124 do not apply.

## ENERGY INFRASTRUCTURE

### **Policy 8.125 Energy efficiency.**

### **Policy 8.126 Coordination.**

**Finding:** The Central Eastside Corridor TIF District Plan does not amend the sections of the zoning code that regulate the production of energy or other types of energy



infrastructure and does not impact or interfere with the City's coordination efforts with energy providers. Policies 8.125 and 8.126 do not apply.

## Chapter 9: Transportation

### Goals

#### GOAL 9.A: Safety

*The City achieves the standard of zero traffic-related fatalities and serious injuries. Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through equity, engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.*

**Finding:** As shown in the Central Eastside Corridor TIF Report, the Central Eastside Corridor District's current pedestrian and bicycle facility network has challenges for ensuring safety and providing the ability to live healthy, active lives. The TIF District Plan authorizes funding for new streets, street improvements, bike lanes to enhance access for a variety of modes of transportation and users. These projects will support the Plan's goals of providing safe, accessible and comfortable pedestrian and bicycle networks. The Plan is consistent with this goal.

#### Goal 9.B: Multiple goals

*Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.*

**Finding:** Goal 9.B states that the City's transportation system should be funded and maintained to meet goals of being safe, complete, interconnected, multimodal, and fulfilling daily needs for people and businesses. The Central Eastside Corridor TIF District Plan is aligned with these goals. As shown in Chapter 3.1 of the TIF District Plan, one of the District goals is to "improve street design and function to increase efficiency and safety for all transportation modes and the ability to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access.". The Plan will provide funding for:

- ◆ New streets, street improvements, and bike lanes to serve and provide better access to new district development, particularly within the OMSI Master Plan District and the Clinton Triangle.
- ◆ Projects that enhance access for a variety of modes of transportation and users.

The Plan will therefore support the implementation of the multiple goals identified in Goal 9.B.





### GOAL 9.C: Great places

*Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.*

**Finding:** The Central Eastside Corridor TIF District Plan will provide a funding source for connectivity and accessibility improvements throughout the District, which is located in the Central City and includes Martin Luther King Jr. Blvd and Grand Avenue, the OMSI Master Plan district, and Clinton Triangle. The Plan's transportation improvement projects that will support safe, livable, walkable places in the District that provide complete, livable and connected neighborhoods for residents and workers. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan includes pedestrian and bicycle improvement safety and connectivity projects that will support safe, active transportation in the District. The TIF District Plan is consistent with Goal 9.D.

### GOAL 9.E: Equitable transportation

*The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.*

**Finding:** The Central Eastside Corridor TIF District Plan authorizes funding for new streets, street improvements, bike lanes to enhance access for a variety of modes of transportation and users. These projects will support the Plan's goals of providing safe, accessible and comfortable pedestrian and bicycle networks.

### 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 Central Eastside Corridor TIF District Plan will provide a source of funding for new bike lanes and street improvements, as well as projects that improve pedestrian and bicycle safety and connectivity while enhancing accessibility for individuals with mobility challenges. The TIF District Plan will therefore support implementation of Goal 9.F.

### GOAL 9.G: Opportunities for prosperity

*The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a West Coast trade gateway and freight hub*



*by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.*

**Finding:** The Central Eastside Corridor TIF District Plan furthers this goal by providing funding to enhance multimodal access to the area's employment areas, thereby helping to expand residents' access to economic opportunity and the viability of these areas. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not impact the City's procedures for analyzing and prioritizing capital and operating investments. Goal 9.H does not apply.

### **GOAL 9.I: Airport Futures**

*Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region's air transportation needs without compromising livability and quality of life for future generations.*

**Finding:** The Central Eastside Corridor TIF District does not impact any airport facilities and does not amend the Portland International Airport Plan District or any of the plans that implement Goal 9.I. Goal 9.I does not apply.

## **Policies**

### **DESIGN AND PLANNING**

**Policy 9.1 Street design classifications.**

**Policy 9.2 Street policy classifications.**

**Policy 9.3 Transportation System Plan.**

**Policy 9.4 Use of classifications.**

**Finding:** Policies 9.1 through 9.4 provide direction regarding transportation system classifications and the Transportation System Plan. The Central Eastside Corridor 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 Central Eastside Corridor TIF District authorizes funding that can support active transportation infrastructure that enhances access for a variety of modes of transportation and users. Projects including new streets, street improvements, and bike lanes could help to implement this policy by encouraging lower carbon transportation modes. The Plan does not amend targets set in the Climate Action Plan or Transportation System Plan. The TIF District Plan is consistent with Policy 9.5.

### **Policy 9.6 Transportation strategy for people movement**

*Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:*

1. *Walking*
2. *Bicycling*
3. *Transit*
4. *Fleets of electric, fully automated, multiple passenger vehicles*
5. *Other shared vehicles*
6. *Low or no occupancy vehicles, fossil-fueled non-transit vehicles*

*When implementing this prioritization, ensure that:*

- ◆ *The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.*
- ◆ *All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.*
- ◆ *When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridor.*
- ◆ *Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.*
- ◆ *Policy-based rationale is provided if modes lower in the ordered list are prioritized.*

*Specific modal policies are found below in policies 9.17 to 9.40.*

**Finding:** The Central Eastside Corridor TIF District Plan authorizes funding for proposed projects that include new bike lanes, street improvements, increased pedestrian and bicycle safety and connectivity, and enhanced accessibility for individuals with mobility challenges. The Plan does not amend the City's prioritization of modes outlined in this policy. The TIF District Plan will therefore support implementation of Policies 9.17 through 9.21 and is consistent with these policies.

### **Policy 9.7 Moving goods and delivering services.**

*In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs. Multimodal freight policies are found below in policies 9.33 to 9.35.*



**Finding:** Policy 9.7 provides direction on maintaining efficient and reliable movement of goods and service and planning for freight system improvements. The Central Eastside Corridor TIF District Plan does not impact or interfere with the implementation of these policies. Policy 9.7 does not apply.

### **Policy 9.8 Affordability**

*Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.*

**Finding:** The Central Eastside Corridor TIF Districts Plan's recommended transportation projects focus on increasing efficiency and safety for all transportation modes, emphasizing walking, bicycling, transit use and freight access. As shown in the Central Eastside Corridor TIF Report, about 43 percent of TIF District households earn less than \$50,000, compared to Portland at 30 percent. Overall, Median Household Income in Portland is \$85,876 compared to only \$59,675 in the TIF District. Given that this is a high-opportunity area with good transit access and a concentration of amenities, the Plan's new investments in housing could serve a broader swath of the existing community and provide increased access for new residents. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan will provide a source of funding for projects that develop new bike lanes and street improvements, improve pedestrian and bicycle safety and connectivity, and enhance accessibility for individuals with mobility challenges. These projects will make the District easier for people of all ages and abilities to safely and conveniently access local destinations by walking, biking, or rolling. The Central Eastside Corridor TIF District Plan is consistent with Policy 9.9.

### **Policy 9.10 Geographic policies**

*Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.*

**9.10.a** *Refer to adopted area plans for additional applicable geographic objectives related to transportation, land use, development, and placemaking*

**Finding:** The Central Eastside Corridor TIF District Plan does not amend, or impact the implementation of, any geographically-specific policies in the Transportation System Plan. Policy 9.10 does not apply.



## LAND USE, DEVELOPMENT, AND PLACEMAKING

### Policy 9.11 Land use and transportation coordination

### Policy 9.12 Growth strategy

### Policy 9.13 Development and street design

**Finding:** No changes are proposed to street design and policy classifications or land use designations. Policies 9.11 through 9.13 do not apply.

## STREETS AS PUBLIC SPACES

### Policy 9.14 Streets for transportation and public spaces

### Policy 9.15 Repurposing street space

### Policy 9.16 Design with nature

**Finding:** No changes are proposed to street design requirements, and no new streets or street realignments are currently proposed. Policies 9.14 through 9.16 do not apply.

## MODAL POLICIES

### Policy 9.17 Pedestrian transportation

*Encourage walking as the most attractive mode of transportation for most short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit.*

### Policy 9.18 Pedestrian networks

*Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.*

### Policy 9.19 Pedestrian safety and accessibility

*Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.*

### Policy 9.20 Bicycle transportation

*Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.*

### Policy 9.21 Accessible bicycle system

*Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.*

**Finding:** Policies 9.17 through 9.21 provide direction on creating attractive, complete, safe, accessible, and convenient pedestrian and bicycle transportation networks. The Central Eastside Corridor TIF District Plan will provide a source of funding for projects that develop new bike lanes and street improvements, improve pedestrian and bicycle safety and connectivity, and enhance accessibility for individuals with mobility challenges. The TIF District Plan will therefore support implementation of Policies 9.17 through 9.21 and is consistent with these policies.



**Policy 9.22 Public transportation**

**Policy 9.23 Transportation to job centers**

**Policy 9.24 Transit service**

**Policy 9.25 Transit equity**

**Policy 9.26 Transit funding**

**Policy 9.27 Transit service to centers and corridors**

**Finding:** Policies 9.22 through 9.23 provide direction on the provision of a public transit system. The Central Eastside Corridor TIF District does not impact or interfere with the implementation of these policies. Policies 9.22 through 9.23 do not apply.

**Policy 9.28 Intercity passenger service**

**Policy 9.29 Regional trafficways and transitways**

**Policy 9.30 Multimodal goods movement**

**Policy 9.31 Economic development and industrial lands**

**Policy 9.32 Multimodal system and hub**

**Policy 9.33 Freight network**

**Policy 9.34 Sustainable freight system**

**Policy 9.35 Freight rail network**

**Policy 9.36 Portland Harbor**

**Policy 9.37 Portland Heliport**

**Policy 9.38 Automobile transportation**

**Policy 9.39 Automobile efficiency**

**Policy 9.40 Emergency response**

**Finding:** Policies 9.28 through 9.40 provide direction on Citywide transportation system planning. The Central Eastside Corridor TIF District does impact the implementation of any of these policies. Policies 9.28 through 9.40 do not apply.

## **AIRPORT FUTURES**

**Policy 9.41 Portland International Airport**

**Policy 9.42 Airport regulations**

**Policy 9.43 Airport partnerships**

**Policy 9.44 Airport investments**

**Finding:** Policies 9.41 through 9.44 provide policy direction related to Portland International Airport. The Central Eastside Corridor TIF District Plan does not change the Portland International Airport Plan District or have any impact on airport facilities. These policies do not apply.



## SYSTEM MANAGEMENT

### Policy 9.45 System management

### Policy 9.46 Traffic management

### Policy 9.47 Connectivity

### Policy 9.48 Technology

### Policy 9.49 Performance measures

### Policy 9.50 Regional congestion management

### Policy 9.51 Multimodal Mixed-Use Area

**Finding:** Policies 9.45 through 9.51 provide direction on managing the Citywide transportation system. The Central Eastside Corridor TIF District plan does not impact the implementation of these policies as it does not propose changes to the City's Transportation System Plan, street design standards or guidelines, street classifications, multimodal performance measures, or land use designations. The plan does not impact the City's regional congestion management approach with Metro and does not propose amendments to the Central City Plan. Policies 9.45 through 9.51 do not apply.

## TRANSPORTATION DEMAND MANAGEMENT

### Policy 9.52 Outreach

### Policy 9.53 New development

### Policy 9.54 Projects and programs

**Finding:** Policies 9.52 through 9.54 provide direction regarding transportation demand management. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not impact or interfere with the implementation of these policies. Policies 9.55 through 9.61 do not apply.





## FINANCE, PROGRAMS, AND COORDINATION

### Policy 9.62 Coordination

*Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.*

**Finding:** The Central Eastside Corridor TIF District plan does not impact or interfere with the City's coordination with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services. Policy 9.62 does not apply.

### Policy 9.63 New development impacts

*Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.*

**Finding:** The TIF District Plan does not change existing tools for transportation and parking demand management and system improvement and fees. Specific new development is not proposed at this time as part of the establishment of the Central Eastside Corridor TIF District. Prevention, reduction, and mitigation of the impacts on the transportation system from new development and redevelopment within the District will be addressed at the time development is proposed. Policy 9.63 does not apply.

### Policy 9.64 Education and encouragement

### Policy 9.65 Telecommuting

### Policy 9.66 Project and program selection criteria

### Policy 9.67 Funding

**Finding:** Policies 9.64 through 9.67 address the funding and management of the City's transportation system and programs and not development or uses on private or public land outside of the right of way. The Central Eastside Corridor TIF District Plan does not propose any changes to these policies. These policies do not apply.

## NEW MOBILITY

### Policy 9.68 New mobility priorities and outcomes

### Policy 9.69 New mobility tools

**Finding:** Policies 9.68 and 9.69 address the management of automated vehicles. The Central Eastside Corridor 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 Central Eastside Corridor 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 21st century city that targets and manages growth well and aligns economic growth with equity and climate resiliency to provide a prosperous, vibrant, healthy place for all Portland residents and businesses. The City strives to realize this vision by pursuing a series of 4 Objectives, which each represent a series of strategies with a common goal.

## Goal

*The goal of the 2023-2028 strategy is to advance inclusive growth by establishing enduring partnerships, policies, and initiatives, that propel and align economic prosperity with racial equity and climate action.*

**Finding:** The Central Eastside Corridor TIF District Plan aims to align economic prosperity with racial equity and climate action. The Central Eastside Corridor TIF District Plan envisions a district where:

- ◆ The Central City is a successful dense mixed-use center composed of unique, livable neighborhoods with housing, services, and amenities that support the needs of people of all ages, incomes, backgrounds, and abilities.
- ◆ Affordable housing supply maintains and supports the area’s growing racial, cultural, and economic diversity.
- ◆ Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.
- ◆ The Willamette River is the defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, honors historic and ongoing ties to Native American communities, encourages east-west access and orientation and supports a range of river uses.
- ◆ Well connected, efficient, and safe transportation network is well used, emphasizing walking, bicycling and transit use. Efficient transportation of freight supports local and regional business growth. Parking is managed to optimize use of the limited supply and balance the need with other uses of rights of way.
- ◆ Public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of inviting experiences for public interaction.

The Plan includes a category of projects for economic development that aim to support access to and expansion of economic opportunities for all groups facing longstanding disparities, including education, housing, and employment to ensure equitable benefits of development. TIF-funded economic development projects will seek to:

- ◆ Offer tenant funding and incentives to attract and retain anchor employers and hubs to support industrial and commercial job growth, including creative industrial firms, entrepreneurship, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms within the Central Eastside.
- ◆ Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like OMSI.
- ◆ Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to:
  - Support small business stabilization and growth with a focus on ground floor tenancing;
  - Support inclusive wealth creation; and
  - Create a vibrant retail environment that attracts diverse visitors from the region and beyond.

The Plan also allocates funding towards projects that “pursue innovative infrastructure to meet sustainability and climate goals” (Central Eastside Corridor TIF District Plan, Chapter 3.1). Finally, the Plan allocates funding for affordable housing projects which will reduce costs for housing, increase economic stability, and offer Portlanders greater means to accumulate savings. In addition to the City’s set-aside policy to allocate 45 percent of TIF funds to affordable housing, additional TIF funds allocated to Prosper Portland can also be used to support middle-income housing for households at 80-120 percent of AMI. These projects collectively will support economic prosperity and climate action within the District.

By focusing investments in economic and urban development, housing, inclusive neighborhood improvements, and climate resilient infrastructure, the Central Eastside Corridor TIF District Plan support economic prosperity, climate action, and racial equity. The Central Eastside Corridor TIF District Plan is therefore consistent with the overarching goal of the Advance Portland Strategy.

## Objectives

### **Objective 1 Propel Inclusive Economic Growth & Innovation**

*in key traded sector clusters and expand green products and services that address barriers to growth.*



**Finding:** Objective 1 aims to support economic growth in the traded sector industry clusters that bring in new income to the area and growing the regional economy. The five priority industry clusters are Athletic & Outdoor, Green Cities, Food & Beverage Manufacturing, Metals & Machinery, and Software & Media. The actions in this objective focus on the City-led development of action plans, initiatives, and partnerships to support these industries. One of the categories of proposed projects for major activities in the Central Eastside Corridor TIF District Plan is “Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries.” This category of projects aims to:

- ◆ Offer tenant funding and incentives to attract and retain anchor employers and hubs to support industrial and commercial job growth, including creative industrial firms, entrepreneurship, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms within the Central Eastside.
- ◆ Target and leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like OMSI.
- ◆ Priority project areas include:
  - Water Avenue
  - Martin Luther King Jr. Blvd and Grand Avenue
  - OMSI Master Plan district

These investments will help to solidify and grow the Central City as a hub for key traded sector clusters. The TIF District Plan also includes projects to develop new commercial space or rehabilitate existing buildings, which will help ensure that the building stock in the District’s employment areas is aligned with the needs of modern commercial and employment facilities. The Central Eastside Corridor TIF District Plan is therefore consistent with Objective 1.

## Objective 2 Promote Equitable Wealth Creation

*by supporting BIPOC-owned small businesses and entrepreneurs to start and grow businesses through partnerships, capital, and relevant support.*

**Finding:** The Central Eastside Corridor TIF District Plan will support small business stabilization and growth within the District. One of the categories of proposed projects for major activities in the Central Eastside Corridor TIF District Plan is “Small Business Support.” This category of projects aims to:

- ◆ Invest through grant and loan programs and direct investment in tenant and façade improvements, related infrastructure improvements, and incentives for affordable commercial tenancing and related leasing to:
  - Support small business stabilization and growth with a focus on ground floor tenancing;
  - Support inclusive wealth creation; and



- Create a vibrant retail environment that attracts diverse visitors from the region and beyond.
- ◆ Priority project areas include:
  - Martin Luther King Jr. Blvd and Grand Avenue
  - Water Avenue
  - SE 11<sup>th</sup> and 12<sup>th</sup> Avenue
  - Hawthorne Blvd and Madison Street

Additionally, by reducing costs for housing, the TIF District Plan will increase economic stability, offer residents greater opportunities to generate wealth, and create opportunities for more access for families, BIPOC communities, and a wider range of incomes in the TIF District. Therefore, the Central Eastside Corridor TIF District Plan will support equitable wealth creation through economic development and business support projects, as well as affordable housing investments. The Central Eastside Corridor TIF District Plan is consistent with Objective 2.

### **Objective 3 Foster a Vibrant Central City and Neighborhood Commercial Districts**

*with tailored strategies to reimagine and revitalize our commercial centers and corridors as vibrant nodes of employment, small business, entertainment, and cultural amenities.*

**Finding:** Objective 3 includes objectives and actions aimed at revitalizing the Central City and Neighborhood Commercial Districts throughout the City. The Central Eastside Corridor TIF District is within the Central City District. This objective contains many actions related to the Central City that the Central Eastside Corridor TIF District Plan will directly support or help implement, including:

- ◆ 3.2.1 Anchor Business Retention and Recruitment
  - The Central Eastside Corridor TIF District Plan includes a category of projects aimed at “Recruitment and Retention of Large Anchor Employers, National Retailers, and Traded Sector Industries.” The projects will provide funding and incentives to recruit anchor employers focus on the downtown core and hubs and will leverage anchor employer investments to catalyze large-scale development opportunities at opportunity sites like the OMSI Master Plan District.
- ◆ 3.2.2 Commercial Space Activation Support
  - The Central Eastside Corridor TIF District Plan includes projects aimed at updating, rehabilitating, or developing new commercial space. One category of projects for “Small Business Support” is particularly focused on neighborhood commercial space, offering funding and incentives to a) support small business stabilization and growth with a focus on ground floor tenancing; b) support inclusive wealth creation; and c) create a vibrant retail environment that attracts diverse visitors from the region and beyond.



### ◆ 3.3.2 Focused TIF Districts

- This action in Advance Portland aims to “create highly focused TIF districts to support infrastructure investments to unlock inclusive residential, commercial, and employment growth for specific sites, and deploy innovative green technology.” One category of projects in this TIF District Plan is “Transportation Infrastructure and Utilities to Support Development,” which provides funding for infrastructure to support new district development and innovative infrastructure to meet sustainability and climate goals through.

### ◆ 3.4.3 Central City Revival / 3.4.4 Public Space Activation

- These actions aim to enhance and maintain the Central City as a centralized regional gathering place. The Central Eastside Corridor TIF District Plan provides funding for waterfront and public space activation projects, regional assets for education and entertainment, public realm enhancements, and signage improvements that will support implementation of these actions.

These TIF projects will directly support some of the Central City outcomes under this objective. The Central Eastside Corridor 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 Central Eastside Corridor TIF District Plan does not effect 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 Central Eastside Corridor TIF District Plan does not impact the zoning, public/private partnerships, or transit systems that implement actions 4.3.1-4.3.3. 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 4.3.4 aims to locate major economic investments and target business growth near underserved areas, defined as areas with lower incomes or higher unemployment rates than the average, or communities with poor transportation connections to job centers. The





Central Eastside Corridor TIF District Report demonstrates that the area has lower median household income and higher unemployment rates than the average for Portland, and that the TIF District experiences high traffic volumes, congestion, and increased risk of dangerous crashes on major streets. Therefore, the economic and transportation investments from the Central Eastside Corridor TIF District Plan will improve connections between residential and employment centers in the Central Eastside Corridor and support implementation of 4.3.4. The Central Eastside Corridor TIF District Plan is consistent with Objective 4.



# 5. Central City 2035

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The Central City 2035 plan is a component of the City of Portland's Comprehensive Plan. It is a guiding policy document for physical development within the Central City, including its defined subdistricts. Each policy in the Central City 2035 plan describes a desirable outcome; however, not all policies are relevant to each particular decision, and it is not required that the proposed TIF District Plan advance all of the policies equally well. For this reason, Central City 2035 policies are first examined for their applicability to the decision at hand, and then only applicable policies are considered.<sup>1</sup>

The Central Eastside Corridor TIF District boundary includes the Central Eastside subdistrict. Only the Central Eastside district policies are applicable to the proposed TIF District Plan and must be evaluated for consistency in these findings.

## 1. REGIONAL CENTER

### Goals

#### Goal 1.A

*Portland's Central City is the preeminent regional center for commerce and employment, arts and culture, entertainment, tourism, education and government.*

**Finding:** The Central Eastside Corridor TIF District Plan will support and promote regional amenities that advance this goal for regional centers, with a focus on major institutions and employment opportunities. Projects in the TIF District Plan include investment in regional assets for education and entertainment like the Eastbank Esplanade and OMSI Master Plan District, as well as small business support to foster retail hubs that serve residents, visitors, and workers in the Central City. The Central Eastside Corridor TIF District Plan is consistent with Goal 1.A.

#### Goal 1.B

*The Central City is economically competitive, especially relative to West Coast and regional markets, with robust and expanding business and development activity.*

**Finding:** The Central Eastside Corridor TIF District Plan includes projects for economic development to pursue recruitment and retention of large anchor employers with a focus on creative industrial firms, entrepreneurship, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms. The TIF District Plan seeks to catalyze large-scale development opportunities and make investments in both large and small construction of new or renovated commercial and

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<sup>1</sup> City of Portland, 2035 Portland Comprehensive Plan, p. HTU-5.

industrial spaces and related parking needs for research and development, light manufacturing and maker spaces. The TIF District Plan is consistent with Goal 1.B.

### Goal 1.C

*Portland's Central City is a national leader for innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship and civic engagement.*

**Finding:** The TIF Report and Plan acknowledge the current challenges for maintaining an employment core in the post-pandemic environment with reduced volumes of foot traffic, increasing office vacancies, and declining employment in the Central City and the Central Eastside Corridor area. Projects proposed for the Central Eastside Corridor help to advance this goal for innovation through support for small businesses, investing in new commercial spaces, and advancing development in the OMSI Master Plan Area.

### Goal 1.D

*The experience of the Central City's urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.*

**Finding:** Increasing the appeal and livability of the Central City are important components of the Central Eastside Corridor TIF District Plan's goals. The Plan includes projects that will help to support neighborhood commercial spaces, encourage new development activity, and create housing opportunities that complement these initiatives. With a combination of public realm improvements and funding for critical improvements to buildings in the Central Eastside Corridor area, the TIF District Plan's objectives align with Goal 1.D.

## Policies

### CIVIC AND CULTURAL CENTER

#### Policy 1.1 Regional image

*Strengthen the roles of the Central City and Willamette River in enhancing a positive image for the city, region and state.*

**Finding:** The Central Eastside Corridor TIF District Plan includes projects to strengthen the image of the Central City and Willamette River with proposed projects to enhance the public realm through placemaking projects (including potential for projects located along the riverfront) and is consistent with Policy 1.1.

#### Policy 1.2 Center of higher education

*Support the ability of major universities and other higher education institutions to strengthen the Central City as a center of learning, business and innovation.*



**Finding:** The Central Eastside Corridor TIF District does not propose any projects for major university facilities or higher education institutions related to this policy. Policy 1.2 does not apply.

### **Policy 1.3 Center of urban innovation**

*Strengthen the role and stature of the Central City as a laboratory and showcase for innovative urban development and as a regional leader in the development of businesses related to clean technology, green practices and design, and resource conservation.*

**Finding:** The TIF District aligns with this policy by catalyzing innovative urban development in the OMSI Master Plan District. The TIF District includes support for industrial and commercial job growth, including creative industrial firms, entrepreneurship, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms within the Central Eastside. The Central Eastside Corridor TIF District Plan is consistent with Policy 1.3.

### **Policy 1.4 Tourism, retail and entertainment**

*Expand upon activities in the Central City that support tourism and complement economic success, vibrancy, and livability, with a special focus on retail, cultural events and institutions, public spaces, arts and entertainment, urban design, and transportation. See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE, SW, UD.*

**Finding:** Tourism, retail, and entertainment activities are supported in the Central Eastside Corridor TIF District Plan and acknowledged as important drivers for creating a vibrant Central City. Projects that align with this policy include support for retail businesses, targeted investments for national chains, and investment in anchor institutions for education and entertainment (such as the OMSI Master Plan District) that attract a diverse variety of users. The Central Eastside Corridor TIF District Plan is consistent with Policy 1.4.

### **Policy 1.5 Destination Willamette River**

*Enhance the riverfront as a destination by encouraging shops; restaurants; art; cultural, historic, ecological and maritime attractions; and recreation. Support opportunities and amenities for river tours, river transit and regional cruises to and from the riverfront.*

**Finding:** The Central Eastside Corridor TIF District Plan includes projects to strengthen the image of the Central City and Willamette River with proposed projects to enhance the public realm through placemaking projects (including potential for projects located along the riverfront) and is consistent with Policy 1.5.

## **ECONOMIC VITALITY**

### **Policy 1.6 Traded sector growth**

*Enhance business development efforts and assistance for targeted industry clusters and high growth sector companies.*



**Finding:** The Central Eastside Corridor TIF District has seen a loss of employment since the onset of the COVID-19 pandemic in 2020 (see the Central Eastside Corridor TIF District Report Attachment A for more detail). This Plan includes considerations for long-term economic recovery and economic development efforts to attract employment opportunities back to the Central City and projects include recruitment and retention of target sector industries through tenant funding and incentives to support entrepreneurship and innovation with a focus on creative industrial firms, entrepreneurship, and innovation with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms within the Central Eastside. The Central Eastside Corridor TIF District Plan is consistent with Policy 1.6.

### **Policy 1.7 Entrepreneurship and business innovation**

*Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and supporting economic development strategies and programs that facilitate economic growth in the Central City.*

**Finding:** The TIF District aligns with this policy by addressing key development challenges facing the Central City to make the area more attractive for new investment to spur economic growth and entrepreneurship. While TIF Districts focus on capital investments rather than programs, projects like grant or loan programs for small businesses, façade improvements, and ground floor retail activation are critical for encouraging growth. The Central Eastside Corridor TIF District Plan is consistent with Policy 1.7.

### **Policy 1.8 Innovation Quadrant**

*Capitalize upon the physical connections created by the Tilikum Crossing to connect Central Eastside industries with westside institutional assets such as Oregon Health Science University (OHSU) and Portland State University (PSU). Facilitate the growth of traditional and emerging industries in service to the Innovation Quadrant and encourage venues such as the Oregon Museum of Science and Industry (OMSI) to showcase the diversity of research, economic development, and educational activities occurring within the quadrant. Encourage a range of businesses from start-up firms to corporate headquarters, with particular focus on knowledge-based industries such as technology and research and development, to locate in the area (see Regional Center map on page 34).*

**Finding:** The Central Eastside Corridor TIF District envisions “innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship, and civic engagement” (TIF Plan Chapter 2.2). The Plan includes proposed projects to support implementation of the OMSI Master Plan District as well as support for attracting and retaining large anchor employers with particular focus on food and beverage, athletic and outdoor, tech and other traded sector firms. The Central Eastside Corridor TIF District is consistent with Policy 1.8.



### Policy 1.9 Equity and the economy

*Support greater access to and expansion of economic opportunities in the Central City for all groups facing longstanding disparities, including education, housing and employment so that they can achieve an equitable allocation of the benefits of development and economic prosperity. Accomplish this through land use tools (e.g., FAR bonuses and transfers) and/or other programs.*

**Finding:** Projects in the TIF District that advance this goal include support for inclusive wealth generation and creating a vibrant retail environment that attracts diverse visitors from the region. The TIF District Plan also includes objectives to enable more opportunities for people to live near services and employment opportunities in line with this policy. The Central Eastside Corridor TIF District Plan is consistent with Policy 1.9.

### Policy 1.10 Next generation industrial/employment sanctuaries

*Foster the long-term success of Central City industrial districts and the continuation of these areas as prime locations for investment and new industrial businesses, while supporting their evolution into places with a broader mix of businesses, living-wage jobs, and higher employment densities. See district policies section for related policies in: LA, CE*

**Finding:** The Central Eastside Corridor area has a large inventory of industrially zoned land and existing industrial buildings. As the Central Eastside Corridor TIF District Report demonstrates in Attachment A, about half of land in the District is designated as Industrial Sanctuary in the Comprehensive Plan. The Central Eastside Corridor TIF District Plan proposes projects that support long-term success of the industrial district by investing tenant funding and incentives to attract and retain anchor employers and hubs to support industrial and commercial job growth and making targeted investments in large and small construction of commercial and industrial spaces and related parking needs for research and development as well as light manufacturing and maker spaces. The TIF District Plan is consistent with Policy 1.10.

### Policy 1.11 Commercial affordability

*Support efforts to make the Central City a competitive location for development and business location and operation.*

**Finding:** This TIF District Plan does not propose specific new development, but projects in the TIF District Plan include incentives and small business support for affordable commercial tenancing and related leasing in line with this policy to increase economic competitiveness for the Central City. The Central Eastside Corridor TIF District Plan is consistent with Policy 1.11.

### Policy 1.12 Day laborer organization and education

*Continue efforts and initiatives within the Central City that organize and centralize day laborer services that can provide for worker rights education, outreach, and protect the rights of laborers.*

**Finding:** TIF Districts generally align with capital improvements and investments and do not fund programming. Policy 1.12 does not apply.



### Policy 1.13 Surface parking

*Support strategies and tools to encourage the redevelopment of surface parking lots. Discourage the development of new surface parking and ensure buildings will not be demolished to provide surface parking. See district policies section for related policies in: WE, GH, OT*

**Finding:** The TIF District Plan does not include any proposed projects for new surface parking that contradict with this policy. Policy 1.13 does not apply.

### Policy 1.14 Flexible building design

*Encourage flexible building design and construction, including structured parking, that allows buildings to be repurposed and accommodate a variety of uses in the future.*

**Finding:** TIF Districts do not include modifications to building design standards. New development in the TIF District area will be subject to existing City regulations for design and construction. Policy 1.14 does not apply.

## DISTRICT POLICIES

### Downtown

#### Policy 1.DT-1 Office core

#### Policy 1.DT-2 Retail core

#### Policy 1.DT-3 Government center

#### Policy 1.DT-4 Tourism, retail and entertainment

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Downtown subdistrict. These policies do not apply.

### West End

#### Policy 1.WE-1 North of Taylor

#### Policy 1.WE-2 Tourism, retail and entertainment

#### Policy 1.WE-3 Surface parking

**Finding:** The Central Eastside Corridor TIF District does not overlap with the West End subdistrict. These policies do not apply.

### Goose Hollow

#### Policy 1.GH-1 Mixed use emphasis

#### Policy 1.GH-2 Tourism, retail and entertainment

#### Policy 1.GH-3 Surface parking

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Goose Hollow subdistrict. These policies do not apply.





## The Pearl

### Policy 1.PL-1 Mixed use office center

### Policy 1.PL-2 Large site employment opportunity

### Policy 1.PL-3 Tourism, retail and entertainment

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Pearl subdistrict. These policies do not apply.

## Old Town/Chinatown

### Policy 1.OT-1 Institutions, creative economy and target sector industries

### Policy 1.OT-2 Tourism, retail and entertainment

### Policy 1.OT-3 Cultural assets

### Policy 1.OT-4 Strategic redevelopment

### Policy 1.OT-5 Surface parking

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Old Town/Chinatown subdistrict. These policies do not apply.

## Lower Albina

### Policy 1.LA-1 Next generation industrial/employment sanctuaries

### Policy 1.LA-2 Incubator

### Policy 1.LA-3 Russell Street vitality

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lower Albina subdistrict. These policies do not apply.

## Lloyd

### Policy 1.LD-1 Employment core

### Policy 1.LD-2 Sustainability innovation center

### Policy 1.LD-3 Tourism, retail and entertainment

### Policy 1.LD-4 Union Pacific alignment

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lower Albina subdistrict. These policies do not apply.

## Central Eastside

### Policy 1.CE-1 Next generation industrial/employment sanctuaries

- a. *Industrial center.* Protect the Central Eastside as a centralized hub of industrial businesses and services that support the regional economy by serving other industrial districts and businesses located throughout the Portland metropolitan area.
- b. *Industrial diversification.* Support growth of new industrial sectors, protect existing sectors, and protect the Central Eastside as a place where startups and incubators can transition to mature and established businesses and sectors.

**Finding:** This TIF District Plan recognizes the role of industrial uses and employment within the TIF District for long-term economic growth in the area and for the City of



Portland. The Plan authorizes investments that retain existing industries, attract creative industrial firms as anchor employers, and support small business stabilization, including projects that expand opportunities for research and development, light manufacturing and maker spaces, and traded sector firms. The TIF District Plan is consistent with Policy 1.CE-1.

### **Policy 1.CE-2 Employment supportive mixed-use corridors**

*Enhance the vibrancy of major mixed-use corridors to optimize their potential to attract investment and the development of new retail, commercial office, and residential uses that complement and serve employees and businesses in the Central Eastside.*

**Finding:** The long-term vision for the Central Eastside Corridor district is to facilitate a well-connected, balanced, and complete neighborhood with a focus on progressing waterfront connections, industrialized employment, and a robust range of housing and economic development opportunities. The TIF District Plan supports investments that enhance existing waterfront uses by attracting new employment, additional amenities and services, and new housing that take advantage of the area's unique concentration of active transportation access, jobs, and open spaces. The TIF District Plan is consistent with Policy 1.CE-2.

### **Policy 1.CE-3 Southern triangle**

*Encourage redevelopment of large sites to include employment opportunities such as industrial office and headquarters office opportunities, and invest in new infrastructure to address transportation constraints.*

- a. **Clinton Station Area.** *Facilitate the development of employment and residential, as well as neighborhood serving retail and community services that serve the Central Eastside and inner Southeast Portland neighborhoods.*
- b. **OMSI Station Area.** *Create a major and active riverfront station area that includes land and water based transportation, as well as educational and recreational opportunities. Promote visitor-serving attractions, amenities, and retail, as well as a mix of high-density commercial office, institutional and industrial employment uses.*

**Finding:** Although the Plan does not propose specific new development projects it includes incentives and funding to support additional employment as well as public realm improvements to attract commercial and residential investment to the area. The OMSI Master Plan district and parcels near the Clinton MAX Station are focus areas for TIF District Plan projects. The TIF District Plan is consistent with Policy 1.CE-3.

### **Policy 1.CE-4 Workforce development institutions**

*Support institutions such as Benson High School, Portland Community College's CLIMB Center, OMSI, and others in their unique roles associated with workforce development through programs and partnerships that prepare Portlanders at different education and skill levels for employment in Central Eastside industries.*



**Finding:** The Central Eastside Corridor TIF District Plan aims to expand economic opportunity through education and employment. The Plan authorizes investments in regional educational assets located within the TIF District that complement industrial employment in the area. Portland Community College’s CLIMB Center and OMSI are located within the TIF District boundary. Catalyzing projects within the OMSI Master Plan District is a priority area for implementing TIF-funded projects. The TIF District Plan is consistent with Policy 1.CE-4.

#### **Policy 1.CE-5 Tourism, retail and entertainment**

*Support river and riverfront uses and activities along the Eastbank Esplanade and near OMSI including active and passive recreation, ecological and maritime tourism, retail kiosks, restaurants and river transportation.*

**Finding:** The TIF District Plan prioritizes the Eastbank Esplanade for investments that support activation, connectivity, signage, and placemaking that meet the needs of residents, small businesses, and visitors in the District. Additionally, the OMSI Master Plan District is a priority area for implementing projects related to development, activation, and public realm enhancements. The TIF District Plan also identifies projects that expand tourism, vibrancy, and livability, with a focus on regional assets for education and entertainment that complement industrial employment in the Central Eastside. The TIF District Plan is consistent with Policy 1.CE-5.

### **South Waterfront**

#### **Policy 1.SW-1 Research and education institutions**

#### **Policy 1.SW-2 Tourism, retail and entertainment**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the South Waterfront subdistrict. These policies do not apply.

### **University District/South Downtown**

#### **Policy 1.UD-1 Portland State University**

#### **Policy 1.UD-2 Tourism, retail and entertainment**

#### **Policy 1.UD-3 Strategic redevelopment**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the University District/South Downtown subdistrict. These policies do not apply.



## 2. Housing and Neighborhoods

### Goals

#### GOAL 2.A

*The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities.*

**Finding:** The projects identified in the Central Eastside Corridor TIF District Plan will provide funding to the Portland Housing Bureau for multi-dwelling housing development throughout the District that increase access to the Central City's amenities. The Plan also includes projects that encourage commercial development in the Central City through projects related to economic development, and incentives to catalyze new commercial uses and housing. In alignment with City policy, the TIF District Plan identifies projects to build and preserve rental housing affordable to families earning less than 60 percent of area median income, and homeownership housing with a focus on families earning 80 to 100 percent or less of area median income, depending on home size. The Central Eastside Corridor TIF District Plan aligns with Goal 2.A.

#### GOAL 2.B

*The Central City's affordable housing supply maintains and supports the area's growing racial, ethnic and economic diversity.*

**Finding:** The TIF District Plan supports Goal 2.B in creating housing opportunities that serve a diverse range of Portland residents in the Central City. Today, the Central Eastside Corridor has a lower share of people of color than the city overall and lower median household income (see the Central Eastside Corridor TIF Report for detailed data about demographic composition). Increasing the supply of housing available at a range of price points is an objective for the Central Eastside Corridor TIF District that aligns with this goal. The TIF District Plan identifies projects to provide gap funding to create opportunities to allow for more access for families, BIPOC communities, and a wider range of incomes in the TIF District through low-income and middle-income residential development.

#### GOAL 2.C

*Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.*

**Finding:** The TIF District Plan does not propose new social service facilities, but investments to support housing development in the Central Eastside Corridor can expand access to the existing density of services and opportunities for vulnerable community members located within the broader Central City. Proposed projects to preserve and stabilize existing regulated affordable housing and develop new affordable



multi-dwelling units along Martin Luther King Jr. Blvd and Grand Avenue, within the OMSI Master Plan District, and within the Clinton Triangle advance this goal. The Central Eastside Corridor TIF District Plan is consistent with Goal 2.C.

## Policies

### NEIGHBORHOOD LIVABILITY

#### Policy 2.1 Complete neighborhoods

*Ensure Central City neighborhoods have access to essential public services, including parks, open space and recreation opportunities, senior centers community centers and spaces, family serving amenities such as public schools, urban canopy, grocery stores and other neighborhood-serving retail and commercial services that support sustainable and diverse community structure. See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE, SW, UD*

**Finding:** The Central Eastside Corridor TIF District identifies projects to support development of services and amenities that complement new and renovated housing and will develop inclusive and welcoming neighborhoods that reflect the diversity of Portland. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.1.

#### Policy 2.2 Promote healthy active living

*Design Central City neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation and the density of development needed to support these economically.*

**Finding:** The Central Eastside Corridor TIF District identifies projects to support development of services and amenities that complement new and renovated housing and develop inclusive and welcoming neighborhoods that reflect the diversity of Portland and activate public spaces to foster a welcoming, vibrant center for Portland. Identified projects include placemaking strategies and improved connections to support activation (new and existing) along the Eastbank Esplanade. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.2.

#### Policy 2.3 Social services

*Support development of social services facilities that are responsive to the needs of vulnerable members of the Portland community. See district policies section for related policies in: WE, PL, OT*

**Finding:** The TIF District Plan does not propose new social service facilities, but investments to support housing development in the Central Eastside Corridor can expand access to the density of services for vulnerable community members in the broader Central City area, which advances this policy. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.2.



#### Policy 2.4 Safe and secure Central City

*Maintain adequate public safety and security services and reduce sources of conflict and nuisance crime through design, regulation and management.*

**Finding:** The TIF District Plan does not amend or impact any existing public safety and security services plans, strategies, or protocols that implement this policy. Policy 2.4 does not apply.

#### Policy 2.5 Mixed-use compatibility

*Promote design solutions and construction techniques to ensure that new development is compatible with existing uses, taking into account noise and other pre-existing conditions.*

**Finding:** The Central Eastside Corridor TIF District Plan does not propose any specific new development or suggest design solutions or construction techniques. Any new development in the District will be subject to existing development standards. Policy 2.5 does not apply.

#### Policy 2.6 Conflict reduction strategies

*Expand ongoing strategies and programs that reduce potential conflicts between special needs populations and other Central City residents, employees, visitors and businesses.*

**Finding:** The TIF District Plan does not amend or impact any existing plans, strategies, or protocols that implement this policy. Policy 2.6 does not apply.

#### Policy 2.7 Reconnecting neighborhoods across infrastructure

*Develop and implement strategies to lessen the impact of freeways and other transportation systems on neighborhood continuity including capping, burying or other innovative approaches.*

**Finding:** The TIF District Plan does not propose any projects related to freeway capping, burying, or other interventions. Policy 2.7 does not apply.

#### Policy 2.8 Family-compatible housing

*Encourage the development of housing projects and units that are compatible with the needs of families with children.*

**Finding:** The Central Eastside Corridor TIF District includes projects to support development of new affordable multi-dwelling residential uses; including family size units and accessible units, including via site acquisition and site preparation. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.8.

#### Policy 2.9 Family supportive services

*Provide and create access to public schools, parks, daycare facilities, playgrounds, community centers, libraries, and other essential services needed to sustain families in the Central City.*



**Finding:** The TIF District Plan does not propose new schools, parks, or daycare facilities but seeks to expand access to the Central City’s density of services by authorizing funding for new multi-dwelling residential development. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.9.

## HOUSING AFFORDABILITY

### Policy 2.10 Minimize displacement

*Maintain the economic and cultural diversity of established communities in and around the Central City. Utilize investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development in the Central City and close-in neighborhoods.*

**Finding:** Forty percent of the TIF District's renter households experience housing cost burden, meaning they spend 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. The Central Eastside Corridor TIF District identifies projects to support inclusive wealth creation, support development of new affordable multi-dwelling residential uses, preserve and stabilize existing regulated affordable housing buildings, and support new multi-dwelling middle-income residential development via conversion or new development. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.10.

### Policy 2.11 Housing diversity

*Create attractive, dense, high-quality affordable housing throughout the Central City that accommodates a broad range of needs, preferences, and financial capability in terms of different types, tenures, sizes, costs and locations. Support new housing opportunities for students, families and older adults. See district policies section for related policies in: DT, WE, GH, PL, OT, LD, SW, UD*

**Finding:** The Central Eastside Corridor TIF District Plan includes projects to increase the supply of housing available at a range of price points, for different tenures, and for different household needs including families. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.11.

### Policy 2.12 Housing affordability

*Encourage the preservation and production of affordable housing to take advantage of the Central City’s unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.*

**Finding:** The Central Eastside Corridor TIF District Plan identifies projects to create and preserve rental housing with a focus on families earning less than 60 percent of area median income, and homeownership housing with focus on families earning 80 to 100 percent or less of area median income (depending on home size). The TIF District Plan also identifies projects to support inclusive and welcoming neighborhoods that reflect





the diversity of Portland through public realm investments. Through the City's set-aside requirement for TIF Districts, 45 percent of all TIF proceeds will be allocated to affordable housing through the Portland Housing Bureau. These funds can be used to create new affordable multi-dwelling housing, preserve existing affordable multi-dwelling buildings, and fund programs for single-dwelling repair or homeownership. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.12.

### Policy 2.13 Housing affordability targets

- a. ***Low income.** Continue to develop new affordable housing so that approximately 30 percent of the Central City's total housing is affordable to households in the 0-80 percent MFI bracket.*
- b. ***No Net Loss.** In accordance with the City's 2001 No Net Loss policy, retain at least the number, type and affordability levels of Central City housing units for households in the 0-60 percent MFI bracket, through preservation or replacement, as existed in 2001.*

**Finding:** In alignment with City policy, the TIF District Plan identifies projects to build and preserve rental housing affordable to families earning less than 60 percent of area median income, and homeownership housing with a focus on families earning 80 to 100 percent or less of area median income (depending on home size). Additionally, the 45 percent affordable housing set-aside requirement for TIF Districts will lead to an increase in the resources and housing units available to households earning between 0 and 60 percent of area median income. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.13.

### Policy 2.14 Public investment in affordable housing

*For public affordable housing resources, prioritize funding for housing programs and investment to meet the unmet needs of extremely low and very low-income households (0-50 percent MFI).*

**Finding:** In alignment with City policy, the TIF District Plan identifies projects to build and preserve rental housing affordable to families earning less than 60 percent of area median income, depending on home size. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.13.

### Policy 2.15 Transitional housing and services

*Provide housing and services that directly assist at-risk populations and allow people to transition to more stable living conditions.*

**Finding:** The Central Eastside Corridor TIF District does not propose any transitional housing or services but expands the range of housing choice within the district at a range of price points. Policy 2.15 does not apply.



## DISTRICT POLICIES

### Downtown

**Policy 2.DT-1 Complete neighborhoods**

**Policy 2.DT-2 Encourage evening and weekend activity**

**Policy 2.DT-3 Housing diversity**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Downtown subdistrict. These policies do not apply.

### West End

**Policy 2.WE-1 Complete neighborhoods**

**Policy 2.WE-2 West End Jefferson main street**

**Policy 2.WE-3 Social services**

**Policy 2.WE-4 Religious institutions**

**Policy 2.WE-5 Housing diversity**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the West End subdistrict. These policies do not apply.

### Goose Hollow

**Policy 2.GH-1 Complete neighborhoods**

**Policy 2.GH-2 Goose Hollow Jefferson main street**

**Policy 2.GH-3 West Burnside**

**Policy 2.GH-4 Housing diversity**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Goose Hollow subdistrict. These policies do not apply.

### The Pearl

**Policy 2.PL-1 Complete neighborhoods**

**Policy 2.PL-2 Social services**

**Policy 2.PL-3 Housing diversity**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Pearl subdistrict. These policies do not apply.

### Old Town/Chinatown

**Policy 2.OT-1 Complete neighborhoods**

**Policy 2.OT-2 Social services**

**Policy 2.OT-3 Housing diversity**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Old Town/Chinatown subdistrict. These policies do not apply.



## Lloyd

### Policy 2.LD-1 Complete neighborhoods

### Policy 2.LD-2 Successful neighborhood business districts

### Policy 2.LD-3 Community building

### Policy 2.LD-4 Housing diversity

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lloyd subdistrict. These policies do not apply.

## Central Eastside

### Policy 2.CE-1 Complete neighborhoods

*Ensure access to essential public services such as parks and open spaces, schools, and community centers.*

**Finding:** The Central Eastside Corridor TIF District Plan identifies projects to support the development and improvement or, or connection to amenities that complement employment and new and renovated housing, including recreational spaces, waterfront activation, and educational assets. The Central Eastside Corridor TIF District Plan is consistent with Policy 2.CE-1.

### Policy 2.CE-2 Compatible development and redevelopment

*Protect the existing industrial businesses and the livability of new employment and residential uses through development designed and constructed to insulate non-industrial uses from the characteristics common to industrial operations such as noise, fumes, and freight operations.*

**Finding:** The TIF District Plan includes projects that support new employment and residential uses but does not propose any specific developments or amend the City's design and development standards. Policy 2.CE-2 is not applicable.

## South Waterfront

### Policy 2SW-1 Complete neighborhoods

### Policy 2.SW-2 Ground floor vitality

### Policy 2.SW-3 Housing diversity

**Finding:** The Central Eastside Corridor TIF District does not overlap with the South Waterfront subdistrict. These policies do not apply.

## University District/South Downtown

### Policy 2.UD-1 Complete neighborhoods

### Policy 2.UD-2 Community cohesiveness

### Policy 2.UD-3 Evening and weekend activity

### Policy 2.UD-4 Housing diversity

**Finding:** The Central Eastside Corridor TIF District does not overlap with the University District/South Downtown subdistrict. These policies do not apply.



## 3. Transportation

### Goals

#### GOAL 3.A

*The Central City has a safe, affordable, efficient and accessible transportation system that prioritizes walking, bicycling and transit, supports growth and reinforces the role of the Central City as the region's high-density center.*

**Finding:** The Central Eastside Corridor TIF District Plan includes the objective of providing provide safe, accessible, and comfortable pedestrian and bicycle networks within the Central City, including improved access to businesses, institutions, amenities, and parks and open space for users throughout the region. The Plan's proposed projects provide a source of funding for new streets, street improvements, bike lanes, and other projects that improve pedestrian and bicycle safety and connectivity, enhance accessibility for individuals with mobility challenges, and prioritize pedestrian-scale public realm improvements. The Central Eastside Corridor TIF District Plan is consistent with Goal 3.A.

### Policies

#### REGIONAL HUB

##### Policy 3.1 Regional transportation hub

*Strengthen the Central City as the highly accessible and multimodal hub for moving people and goods, reinforcing its regional center roles, enabling successful high-density employment and housing development, and thereby affirming its role in Metro's Region 2040 Framework Plan.*

##### Policy 3.2 Portals

*Manage entry points into the Central City to provide balanced multimodal access to efficiently accommodate the increase in person trips and goods delivery as a result of growth and development. Discourage through trips from using Central City streets.*

**Finding:** Policies 3.1 and 3.2 address the Central City's role as a regional transportation hub and entryway to Portland. The Central Eastside Corridor TIF District aims to improve transportation systems in the Central City by increasing accessibility for users of different types through projects that expand on the current pedestrian and bicycle facility network, create connectivity between districts, and support street activation including car-free zones. These projects are paired with initiatives to attract and retain employers and expand housing opportunities in the Central City to strengthen its role as a regional center. The Central Eastside Corridor TIF District Plan is consistent with Policy 3.1.



## STREET NETWORK

### Policy 3.3 Optimized street network

*Improve street design and function to increase efficiency and safety for all transportation modes and the ability of the existing network to meet the access needs of businesses, shoppers, residents and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access. See District Policies section for related policies in: DT, WE, GH, PL, OT, LA, LD, CE, SW, UD*

### Policy 3.4 Transportation system management

*Manage access and circulation to reduce traffic speeds and provide for safe street crossings, while balancing the need for vehicle and freight access to and from the district. Manage the roadway system within the Central City in a way that allows greater levels of traffic congestion. In congested areas, prioritize modes other than automobiles to accommodate travel demand.*

### Policy 3.5 Regional multimodal access

*Work with the Oregon Department of Transportation on improvements to I-405, I-5 and US Highway 26 to enhance regional access to the Central City. Minimize through traffic on Central City streets, improve pedestrian and bicycle connectivity across freeways and create opportunities for capping freeways to lessen the barrier effect of the freeway and open new areas for potential development and/or parks, open space, and recreational opportunities.*

**Finding:** Policies 3.3 to 3.5 relate to the efficiency, safety, and accessibility of the transportation system within the Central City and as a part of the regional network. The Central Eastside Corridor TIF District does not propose any modifications to any specific local streets or state and regional transportation infrastructure (including I-405, I-5, or US Highway 26). Projects related to street improvements, signage, and connectivity between Central City subdistricts include priority areas like the OMSI Master Plan District and the Clinton Triangle. These initiatives are aligned with these policies in improving access for residents, workers, and visitors by a variety of modes. The Central Eastside Corridor TIF District Plan is consistent with Policies 3.3 to 3.5.

### Policy 3.6 Mode split

*Strive to achieve the Central City targets set in the most current Transportation System Plan.*

### Policy 3.7 Street diversity

*Differentiate the character of key streets to offer a diversity of urban experiences and connections, reflect the character of unique districts and expand open space and recreation functions in the right-of-way where possible.*

**Finding:** Policies 3.6 and 3.7 guide the Central City to achieve targets in Portland's Transportation System Plan and differentiate the character of key streets. The Central Eastside Corridor TIF District does not modify the City's current Transportation System Plan but includes projects that could advance progress to its targets. Proposed projects include funding for new streets, street improvements, and bike lanes to enhance access

for variety of modes of transportation particularly in the in the OMSI Master Plan District and the Clinton Triangle. The Central Eastside Corridor TIF District Plan is consistent with Policies 3.6 and 3.7.

### **Policy 3.8 Streetscape**

*Improve the street environment and pedestrian experience by providing urban greenery and community uses of the right-of-way and by integrating high-density uses.*

**Finding:** One of the four project categories in the Central Eastside Corridor TIF District Plan is “Infrastructure,” which includes potential funding for park improvements, new parks and open spaces, streetscape improvements, and signage in the District that supports high quality pedestrian experiences. The Central Eastside Corridor TIF District Plan is consistent with Policy 3.8

## **ACTIVE TRANSPORTATION, TRANSIT AND DEMAND MANAGEMENT**

### **Policy 3.9 Walking**

*Encourage walking as the principal way to get around the Central City, with improved on-street and off-street infrastructure that enhances safety and closes access gaps to areas within, and adjacent to, the Central City.*

### **Policy 3.10 Bicycling**

*Prioritize bicycling by implementing world-class on-street and off-street infrastructure that is safe, comfortable and convenient for people of all ages and abilities. Augment capital improvements with robust encouragement, education and enforcement efforts.*

### **Policy 3.11 Transit**

*Continue to strengthen the regional role of transit in the Central City. Support increased frequency, span-of-service, reliability and safety, as well as expansion of the rail, bus and streetcar systems. Explore river transit opportunities. Facilitate safe, pleasant and efficient access and transfer opportunities for transit riders via a clear, intuitive and convenient transit network that consolidates fragmented routes and provides high standards of transit amenities.*

### **Policy 3.12 Transportation demand management**

*Foster the development of business and property owner supported programs, incentives and activities that encourage employees, residents, students and visitors to use walking, cycling, transit, carpool and car-share, as well as telecommuting and traveling outside the hours of peak congestion.*

**Finding:** Policies 3.9 to 3.12 describe priorities for active transportation and transit in the Central City that include prioritizing on- and off-street infrastructure for walking and bicycling, increasing rail, bus, and streetcar service, and managing transportation demand. The Central Eastside Corridor TIF District Plan does not propose any new transit services or infrastructure, but includes proposed funding for improving connectivity, accessibility for individuals with mobility challenges, signage solutions



usable for all age groups, and bike lanes. The Central Eastside Corridor TIF District Plan is consistent with Policies 3.9 to 3.12.

## **PARKING AND LOADING**

### **Policy 3.13 Auto parking**

### **Policy 3.14 Bicycle parking**

### **Policy 3.15 Public Parking**

### **Policy 3.16 Loading**

**Finding:** Policies 3.13 to 3.16 address parking management in the Central City and recognize the need for balance between automobile parking, goods delivery, and managing demand. The TIF District Plan does not include any specific proposed projects for new parking facilities and does not conflict with the implementation of these policies. Policies 3.13 to 3.16 do not apply.

## **DISTRICT POLICIES**

### **Downtown**

#### **Policy 3.DT-1 Optimized street network**

#### **Policy 3.DT-2 Downtown parking**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Downtown subdistrict. These policies do not apply.

### **West End**

#### **Policy 3.WE-1 Optimized street network**

#### **Policy 3.WE-2 SW 12th Avenue opportunity**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the West End subdistrict. These policies do not apply.

### **Goose Hollow**

#### **Policy 3.GH-1 Optimized street network**

#### **Policy 3.GH-2 Goose Hollow regional attractions**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Goose Hollow subdistrict. These policies do not apply.

### **The Pearl**

#### **Policy 3.PL-1 Optimized street network**

#### **Policy 3.PL-2 Transit service**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Pearl subdistrict. These policies do not apply.





## Old Town/Chinatown

### Policy 3.OT-1 Optimized street network

### Policy 3.OT-2 Union Station multi-modal hub

### Policy 3.OT-3 Historic district parking

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Old Town/Chinatown subdistrict. These policies do not apply.

## Lower Albina

### Policy 3.LA-1 Optimized street network

### Policy 3.LA-2 Freight system

### Policy 3.LA-3 Rail and marine

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lower Albina subdistrict. These policies do not apply.

## Lloyd

### Policy 3.LD-1 Optimized street network

### Policy 3.LD-2 Rose Quarter and regional attractions

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lloyd subdistrict. These policies do not apply.

## Central Eastside

### Policy 3.CE-1 Optimized street network

*Improve connectivity to and throughout the district for all modes by creating safe, accessible and convenient routes with improved signalization and clear signage to link landward portions of the district with major attractors and the riverfront.*

### Policy 3.CE-2 Freight system

*Enhance freight movement in and through the district and maintain and improve access to and from the district and regional freeway system.*

### Policy 3.CE-3 Green Streets

*Strategically support the enhancement of east-west city walkways and bikeways to serve the multiple objectives of travel, stormwater management, open space and recreation, and placemaking. Routes should also strengthen connections to the river and riverfront. Green Streets should be chosen to avoid significantly impacting freight movement as identified by Transportation System Plan freight designations.*

### Policy 3.CE-4 Reduce trail conflicts

*Reduce bicycle and pedestrian conflicts on the Eastbank Esplanade and the Greenway Trail through design modifications like separating bicycle and pedestrian facilities, education, signage and other means.*



**Finding:** Policies 3.CE-1 through 3.CE-4 focus on supporting safe and convenient access to the Central Eastside’s streets, trails, and freight infrastructure for a variety of users. The Central Eastside Corridor TIF District Plan does not propose specific new crossings or connections but includes the Eastbank Esplanade, OMSI Master Plan District, Green Loop, and railroad crossings as priority areas for projects related to streets and infrastructure. This category of projects covers new streets, street improvements, bike lanes, signage, and enhanced access for a variety of modes of transportation and users. The TIF District Plan does not address freight infrastructure, therefore Policy 3.CE-2 does not apply. The Central Eastside Corridor TIF District Plan is consistent with Policies 3.CE-1, 3.CE-3 and 3.CE-4.

## South Waterfront

### Policy 3.SW-1 Optimized street network

### Policy 3.SW-2 Collaborative Life Sciences Building and Schnitzer Campus

### Policy 3.SW-3 Institution and visitor parking

**Finding:** The Central Eastside Corridor TIF District does not overlap with the South Waterfront subdistrict. These policies do not apply.

## University District/South Downtown

### Policy 3.UD-1 Optimized street network

### Policy 3.UD-2 Portland State University

### Policy 3.UD-3 Montgomery Green Street

**Finding:** The Central Eastside Corridor TIF District does not overlap with the University District/South Downtown subdistrict. These policies do not apply.

# 4. Willamette River

## Goals

### GOAL 4.A

*The Willamette River plays a significant role in the environmental health, economy, recreation, urban form and character of the Central City.*

**Finding:** The Central Eastside Corridor TIF District Plan proposes initiatives to make the riverfront more accessible and active for a variety of users in the Central City particularly in the Eastbank Esplanade area. Improvements that bring new uses and a greater volume of visitors to the riverfront will help to foster a stronger role for the Willamette Riverfront for recreational uses and the character of the Central City. The Central Eastside Corridor TIF District Plan is consistent with Goal 4.A.

### GOAL 4.B

*The Willamette River is healthy and supports fish, wildlife and people.*



**Finding:** While the Central Eastside Corridor TIF District Plan includes projects to provide opportunities for recreation and active transportation along the Willamette Riverfront, encouraging positive benefits for public health and social gathering, the Plan does not propose any initiatives directly related to fish and wildlife. The Central Eastside Corridor TIF District Plan is consistent with Goal 4.B.

## GOAL 4.C

*The Willamette River and adjacent public areas are accessible and connected.*

**Finding:** The Central Eastside Corridor TIF District Plan provides a potential funding source that may be used for signage, connectivity, and accessibility improvements in the Willamette Riverfront area. Specific goals enhancing waterfront use and activation are envisioned in the Plan to develop more inclusive neighborhoods and provide opportunities for recreation near housing, employment, and services in the Central City. The Central Eastside Corridor TIF District Plan is consistent with Goal 4.C.

## Policies

### MULTIFUNCTIONAL RIVER

#### Policy 4.1 Portland's commons

*Promote improvements and activities on the riverfront and in the Willamette River to strengthen the physical, visual, and cultural connections between the river and the rest of the Central City. Increase public awareness of the river's historical, economic and ecological importance.*

#### Policy 4.2 Willamette River recreation

*Provide for safe, enjoyable and valuable active and passive recreational experiences for all users on, along and in the river. Enhance the interconnected system of parks, trails, docks, natural areas and destinations adjacent to and within the river.*

#### Policy 4.3 Prosperous and vibrant Willamette River waterfront

*Support river-dependent, river-related and other uses that capitalize on the river and riverfront locations, expand tourism and commercial uses, and reinforce the distinctive character of the different riverfront districts.*

**Finding:** Policies 4.1 to 4.3 aim to increase activities on the Willamette riverfront, encourage public use for recreation and tourism, and support the overall character and image of the Central City. The Central Eastside Corridor TIF District highlights the Eastbank Esplanade as a priority area, including projects for recreational amenities and activation through placemaking. These initiatives advance these policies and capitalize on public realm improvements to create a more vibrant riverfront area for a variety of users. The Central Eastside Corridor TIF District Plan is consistent with Policies 4.1 to 4.3.



#### Policy 4.4 Willamette River transportation

#### Policy 4.5 Connections to the Willamette River

**Finding:** Policies 4.4 and 4.5 address access to the Willamette River through river transportation modes and physical connections. The TIF District Plan does not propose any projects for direct connections to or transportation terminals or docks for transit that operates on the Willamette River, but advances projects for river-adjacent activation and investment in the Eastbank Esplanade as a priority area. Policies 4.4 and 4.5 do not apply.

#### Policy 4.6 Watershed health and native species recovery

- a. ***Watershed Health.** Improve the quality, quantity, connectivity and overall function of the ecological system including upland, riparian and in-water habitat to protect public health and support the conservation and restoration of native fish and wildlife populations.*
- b. ***Threatened, endangered and at risk species.** Restore in-water, riparian and flood plain habitat that supports fish and wildlife populations at risk of becoming or are currently threatened or endangered.*
- c. ***Floodplains.** Improve the ability of floodplains to store water, reduce risks on the public and provide habitat functions.*
- d. ***Stormwater Management.** Reduce stormwater entering into the separated sewer system.*
- e. ***Riverbank enhancement targets.** Strive to meet Central City targets related to riverbank enhancement and restoration. See district policies section for related policies in: DT, PL, OT, LD, CE, SW, UD*

**Finding:** The TIF District Plan includes proposed projects for activating public space at the Willamette riverfront and infrastructure to meet sustainability and climate goals through innovation in the OMSI Master Plan District. The Plan does not propose specific projects related to stormwater management or threatened, endangered, and at-risk species or restoration projects. The Central Eastside Corridor TIF District Plan is consistent with Policy 4.6.

### RIVER-ORIENTED DEVELOPMENT

#### Policy 4.7 Periodic flooding

*Minimize the risk to new and existing development and infrastructure from flood events, while also maintaining and enhancing ecological functions associated with the river and floodplain.*

**Finding:** The TIF District Plan does not propose any specific projects related to ecologic functions associated with the river and floodplain but does include funding for investments in new and/or relocated utilities (water, storm, sanitary sewer) to serve new district development within the OMSI Master Plan District and at other large development sites as well as infrastructure to meet sustainability and climate goals through innovation. It does not amend any existing standards for flood management or



affect any existing City procedures or agreements regarding river management and coordination. The Central Eastside Corridor TIF District Plan is consistent with Policy 4.7.

#### **Policy 4.8 Relationship to the river**

#### **Policy 4.9 Commercial development**

**Finding:** Policies 4.8 and 4.9 address the need to orient buildings towards the Willamette River at appropriate setback distances and bring new amenities and events to the riverfront area. The Central Eastside Corridor TIF District Plan encourages activation of the riverfront area for a variety of users but does not amend design or development standards for building orientation but does. Policies 4.8 and 4.9 are not applicable.

#### **Policy 4.10 Bridgehead redevelopment**

*Support the redevelopment of bridgehead sites to create dynamic places that bring a diversity of residents, workers and visitors to the riverfront and link east- and west-side districts of the Central City.*

**Finding:** The TIF District Plan does not identify specific redevelopment projects related to bridgehead redevelopment in the Central Eastside Corridor area. Policy 4.10 is not applicable.

#### **Policy 4.11 Low impact development**

*Incorporate low-impact design in new and replacement docks and require appropriate setback distances for new development near the river.*

**Finding:** The Central Eastside Corridor TIF District Plan does not amend development or design standards, or programs related to low-impact design or requirements for riverfront development. Policy 4.11 does not apply.

### **DISTRICT POLICIES**

#### **Downtown**

#### **Policy 4.DT-1 Governor Tom McCall Waterfront Park**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Downtown subdistrict. This policy does not apply.

#### **The Pearl**

#### **Policy 4.PL-1 Pearl urban riverfront**

#### **Policy 4.PL-2 Watershed health and native species recovery**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Pearl subdistrict. These policies do not apply.



## Old Town/Chinatown

### Policy 4.OT-1 Old Town/Chinatown urban riverfront

### Policy 4.OT-2 Watershed health and species recovery

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Old Town/Chinatown subdistrict. This policy does not apply.

## Lower Albina

### Policy 4.LA-1 Working harbor

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lower Albina subdistrict. This policy does not apply.

## Lloyd

### Policy 4.LD-1 Lloyd urban riverfront

### Policy 4.LD-2 Public trails

### Policy 4.LD-3 Watershed health and native species recovery

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lloyd subdistrict. These policies do not apply.

## Central Eastside

### Policy 4.CE-1 River economy

*Leverage the Willamette River as an important component of the Central Eastside's local economy by supporting river-dependent and river-related commercial and mixed uses that bring more people to and on the river.*

**Finding:** The Central Eastside Corridor TIF District Plan highlights the Eastbank Esplanade as a priority area, including projects for recreational amenities and activation through placemaking and additional amenities. These initiatives advance these policies and capitalize on public realm improvements to create a more vibrant riverfront area for a variety of users. The Central Eastside Corridor TIF District Plan is consistent with Policy 4.CE-1.

### Policy 4.CE-2 Southeast riverfront

*Improve the physical relationship between buildings, activities and the Willamette River. Utilize building design, active ground floors facing the river, new uses, open area and connections that encourage people's enjoyment of the river in both public and private spaces.*

**Finding:** The TIF District Plan encourages activation of the riverfront area for a variety of users but does not amend design or development standards for building orientation or open space requirements. Policy 4.CE-2 does not apply.

### Policy 4.CE-3 Watershed health and native species recovery

*Enhance in-water and riparian habitat from the Burnside Bridge to the Ross Island Bridge by replacing invasive and non-native plants with native plants and trees and creating complexity in*



*shallow water areas. Restore in-water, riparian and upland habitat and increase flood capacity at the Eastbank Crescent.*

**Finding:** The TIF District Plan does not propose projects related to stormwater management, riparian habitat restoration, or improvements. Policy 4.CE-3 is not applicable.

## **South Waterfront**

### **Policy 4.SW-1 River access, greenway and recreation**

### **Policy 4.SW-2 Watershed health and native species recovery**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the South Waterfront subdistrict. These policies do not apply.

## **University District/South Downtown**

### **Policy 4.UD-1 South Downtown urban riverfront**

### **Policy 4.UD-2 Watershed health and native species recovery**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the University District/South Downtown subdistrict. These policies do not apply.

# **5. Urban Design**

## **Goals**

### **GOAL 5.A**

*The Willamette River is the Central City's defining feature framed by a well-designed built environment that celebrates views to the larger surrounding landscape, encourages east-west access and orientation and supports a range of river uses.*

**Finding:** The Willamette riverfront—namely the Eastbank Esplanade—is a priority area for several project categories in the Central Eastside Corridor TIF District Plan, which seek to support greater activation and investment in the area's amenities and infrastructure. Increasing activity and attracting a variety of users are critical for meeting the goals of the TIF District to create inclusive neighborhoods and develop regional assets in the Central City. The Central Eastside Corridor TIF District Plan is consistent with Goal 5.A.

### **GOAL 5.B**

*The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.*

**Finding:** Support for new development proposed in the Central Eastside Corridor TIF District Plan will help to foster more diverse and dense districts in the Central City. Incentives for attracting employers, creating more housing, and investing in commercial





spaces in the Central Eastside Corridor subdistrict will help to foster more economic activity and social interaction that advances this goal. The Central Eastside Corridor TIF District Plan is consistent with Goal 5.B.

## GOAL 5.C

*The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.*

**Finding:** Investments in streets, connectivity improvements, open spaces, and pedestrian infrastructure included in the TIF District Plan support a Central City that will offer a variety of experiences for users and opportunities for social interaction. The Plan provides a potential source of funding for public realm and pedestrian improvements in the TIF District and does not interfere with the implementation of the City's existing programs that create new human-scale amenities. The Central Eastside Corridor TIF District Plan is consistent with Goal 5.C.

## Policies

### CONTEXT AND FORM

#### Policy 5.1 Experimentation and innovation

*Support the design of new places and uses, both permanent and temporary that promote innovation, experimentation and exchange in the Central City.*

#### Policy 5.2 Central, connected Willamette River

*Create a network of open space and tree canopy corridors to make ecological and design connections to the river.*

#### Policy 5.3 Dynamic skyline

*Encourage the tallest buildings to locate adjacent to transit hubs and corridors, generally stepping down in height to the Willamette River. Allow taller buildings at bridgeheads and encourage contextually sensitive heights within historic districts. Encourage heights and building forms that preserve sunlight on public open spaces and parks.*

#### Policy 5.4 Scenic Resources

*Protect public views of key landmarks and scenic resources (Vista Bridge, Union Station, Mt. Hood, Willamette River bridges) which define the Central City, help with wayfinding, and connect residents, employees and visitors to Portland's varied and unique landscape.*

#### Policy 5.5 Large site development

*Encourage redevelopment of large sites that includes new compatible uses, green buildings and equity considerations, scenic resource preservation, new pedestrian connections through the site, strong street presence, green infrastructure, and new open space amenities.*



### Policy 5.6 Distinct and vibrant districts

*Enhance the existing character and diversity of the Central City and its districts, strengthening existing places and fostering the creation of new urban places and experiences.*

### Policy 5.7 Neighborhood transitions

*Establish transitions between the Central City's denser, taller and more commercial and industrial land uses and adjacent neighborhoods, while highlighting key gateway locations.*

**Finding:** Policies 5.1 to 5.7 are related to urban form and guide overall design objectives for the Central City. The TIF District does not propose specific new development or changes to design standards but encourages creation of a distinct identity in the Central Eastside subdistrict with signage and placemaking strategies (Policy 5.6) as well as access to the Willamette riverfront area particularly at the Eastbank Esplanade (Policy 5.2). Projects also encourage innovative approaches to infrastructure and meeting goals for sustainability and climate (Policy 5.1).

## CONNECTED PUBLIC REALM

### Policy 5.8 Public realm

*Enhance the character and function of the public realm through design standards, guidelines, amenities and land uses that activate the pedestrian environment and encourage community gathering.*

**Finding:** The Central Eastside Corridor TIF District Plan includes potential funding mechanisms for pedestrian environment improvements but does not propose any changes to the City's design standards, guidelines, or land use designations. Policy 5.8 does not apply.

### Policy 5.9 Wayfinding

*Develop wayfinding strategies and tools that allow residents, employees, visitors and customers to navigate the Central City and locate key attractions, businesses, institutions, the riverfront and other destinations in a safe, intuitive and enjoyable manner.*

**Finding:** The TIF District Plan includes a category of projects for "Infrastructure" which will help to implement strategies and tools that help users to navigate the Central City. Priority areas throughout the Central Eastside Corridor area include the Eastbank Esplanade, the OMSI Master Plan District, the Green Loop, and railroad crossings. The Central Eastside Corridor TIF District Plan is consistent with Policy 5.9.

### Policy 5.10 Street hierarchy and development character

*Establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible. See district policies section for related policies in: DT, WE, GH, PL, OT, LA, LD, CE, SW, UD*



**Finding:** The TIF District Plan does not propose any amendments to street designations or amend existing development standards. Any right of way investments will be coordinated with PBOT and consistent with the Transportation System Plan. Policy 5.10 does not apply.

### **Policy 5.11 Regional corridors and connections**

*Promote the presence, character and role of physical and visual corridors such as trails, transit lines, streets and scenic corridors, helping to bridge neighborhoods across physical and psychological barriers.*

### **Policy 5.12 “Green Loop” concept**

*Create a “Green Loop” that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations, tree canopy, innovative, park-like pedestrian environments, and wildlife habitat connections. Enhance connections to the “Green Loop” alignment on key corridors throughout the Central City to improve access, create activity nodes and support neighborhood attractions and economic development.*

**Finding:** Policies 5.11 and 5.12 focus on the Central City’s trails, transit, streets, and scenic corridors including the Green Loop concept to create greater connectivity throughout the area’s subdistricts and the region. The Central Eastside Corridor TIF District Plan includes the Green Loop as a priority project area for funding signage, connectivity, and accessibility improvements to support activation of the Central City. The Central Eastside Corridor TIF District Plan is consistent with Policies 5.11 and 5.12.

### **Policy 5.13 MAX-Portland Streetcar interchanges**

*Create supportive environments for transit connections that occur where MAX light rail lines cross Portland Streetcar lines in the West End, Lloyd and the Central Eastside.*

### **Policy 5.14 Streetcar lines**

*Require active uses near Portland Streetcar stations and limit auto-oriented development.*

**Finding:** Policies 5.13 and 5.14 relate to the land use and environment around MAX light rail and Portland Streetcar interchanges and stations. The Central Eastside Corridor TIF District does not propose any changes to the MAX light rail or Portland Streetcar station areas and does not inhibit the implementation of these policies. Policies 5.13 and 5.14 do not apply.

### **Policy 5.15 Limit auto-oriented development**

*Prohibit drive-throughs with new development.*

**Finding:** The Central Eastside Corridor TIF District Plan does not propose specific new development or amend any design standards related to drive-throughs or automobile facilities. Policy 5.15 does not apply.



## PARKS AND OPEN SPACE

### Policy 5.16 Signature open spaces

*Enhance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative, respite and ecological functions to serve an increasingly diverse population of residents, workers and visitors.*

### Policy 5.17 Open space network

*Beyond signature open spaces, acquire new parks and open spaces and expand opportunities in existing parks and open spaces to meet the needs of Central City residents, workers and visitors for both passive and active recreation, especially in areas zoned for high density, mixed use development. Enhance the network by improving connections among parks, open spaces, and the riverfront. Encourage the provision of publicly accessible private plazas and pocket parks with new development. See district policies section for related policies in: DT, WE, GH, PL, LD, CE, SW, UD; see Governor Tom McCall Waterfront Park policies in Willamette River, Downtown district section*

**Finding:** Policies 5.16 and 5.17 describe the Central City's parks and open space networks as an interconnected system that serves users from throughout the region for social, recreational, contemplative, respite, and ecological functions. The TIF District Plan does not propose any new acquisition of parks or open space but expands opportunities for passive and active recreation through its proposed projects for inclusive placemaking and activation of public spaces with the objective of fostering a welcoming and vibrant environment in the Central City. The Central Eastside Corridor TIF District Plan is consistent with Policies 5.16 and 5.17.

## HISTORIC PRESERVATION

### Policy 5.18 Rehabilitation and reuse

*Encourage the use, preservation, and rehabilitation of historic buildings.*

### Policy 5.19 Historic resources and districts

*Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots. See district policies section for related policies in: DT, WE, PL, OT, LA, CE, GH*

### Policy 5.20 Preservation incentives

*Provide financial and regulatory incentives that support the economic feasibility of the preservation, rehabilitation and seismic upgrade of historic resources.*

**Finding:** Policies 5.18 to 5.20 address preservation of historic and cultural resources in the Central City. The Central Eastside Corridor TIF District Plan includes projects for renovation and rehabilitation of existing buildings but does not propose any specific developments or amend the City's standards for historic or cultural resource

protections. The Central Eastside Corridor TIF District Plan is consistent with Policies 5.18 to 5.20.

## **DISTRICT POLICIES**

### **Downtown**

**Policy 5.DT-1 Retail core**

**Policy 5.DT-2 Transit Mall**

**Policy 5.DT-3 Street hierarchy and development character**

**Policy 5.DT-4 Open space network**

**Policy 5.DT-5 Historic resources and districts**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Downtown subdistrict. These policies do not apply.

### **West End**

**Policy 5.WE-1 South Park Blocks frontages**

**Policy 5.WE-2 Street hierarchy and development character**

**Policy 5.WE-3 Historic resources and districts**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the West End subdistrict. These policies do not apply.

### **Goose Hollow**

**Policy 5.GH-1 Distinctive building character**

**Policy 5.GH-2 Natural features**

**Policy 5.GH-3 Street hierarchy and development character**

**Policy 5.GH-4 Open space network**

**Policy 5.GH-5 Historic resources and districts**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Goose Hollow subdistrict. These policies do not apply.

### **The Pearl**

**Policy 5.PL-1 NW 13th Avenue Historic District and main street**

**Policy 5.PL-2 Under I-405 repurposing**

**Policy 5.PL-3 Street hierarchy and development character**

**Policy 5.PL-4 Open space network**

**Policy 5.PL-5 Historic resources and districts**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Pearl subdistrict. These policies do not apply.



## Old Town/Chinatown

### Policy 5.OT-1 New Chinatown/Japantown

### Policy 5.OT-2 Skidmore/Old Town

### Policy 5.OT-3 East-west connectivity

### Policy 5.OT-4 Active uses

### Policy 5.OT-5 Street hierarchy and development character

### Policy 5.OT-6 Historic resources and districts

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Old Town/Chinatown subdistrict. These policies do not apply.

## Lower Albina

### Policy 5.LA-1 Russell Street

### Policy 5.LA-2 Industrial character

### Policy 5.LA-3 Street hierarchy and development character

### Policy 5.LA-4 Historic resources and districts

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lower Albina subdistrict. These policies do not apply.

## Lloyd

### Policy 5.LD-1 Diverse and distinctive urban places

### Policy 5.LD-2 Connectivity through large blocks

### Policy 5.LD-3 Pedestrian-oriented development

### Policy 5.LD-4 Street hierarchy and development character

### Policy 5.LD-5 Open space network

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lloyd subdistrict. These policies do not apply.

## Central Eastside

### Policy 5.CE-1 East Portland Grand Avenue Historic District

*Promote the rehabilitation of historic buildings and sensitive infill development in the Grand Avenue Historic District through updated design guidelines and regulations that incent rehabilitation and reuse over demolition. Encourage adaptive reuse of existing structures.*

**Finding:** The TIF District Plan identifies the East Portland Grand Avenue Historic District as a priority area for investments that support renovation and rehabilitation of existing buildings, as well as new commercial and industrial development, and does not amend any design guidelines or existing regulations related to adaptive reuse. The Central Eastside Corridor TIF District Plan is consistent with Policy 5.CE-1.

### Policy 5.CE-2 OMSI Station area

*Create an urban form at the OMSI Station area that facilitates public access from the streetcar and light rail stations to the greenway trail and riverfront, PCC, OMSI, Portland Opera, Portland Spirit,*



*the Oregon Rail Heritage Foundation sites, through public realm enhancements and ground floor active uses that create a safe and vibrant environment.*

### **Policy 5.CE-3 Clinton Station area**

*Establish an urban form at the Clinton Station area that creates a safe and active environment by incorporating a mix of uses that serve transit riders as well as residents and employees of the station area, Central Eastside, and inner Southeast Portland neighborhoods.*

**Finding:** Policies 5.CE-2 and 5.CE-3 concern the urban design of uses adjacent to the MAX light rail stations and for large blocks within the TIF District including the OMSI and Clinton Station areas which are within the District. The Central Eastside Corridor TIF District Plan supports investments that promote safe and accessible multimodal connectivity throughout the District, as well as increased activation through retail, residential, and employment development with the OMSI Master Plan District and Clinton Triangle as priority areas. The TIF District Plan is therefore consistent with Policies 5.CE-2 and 5.CE-3.

### **Policy 5.CE-4 Urban form on large blocks**

*Use building massing and orientation, accessways, and open spaces in the development of large blocks and sites to establish an urban form and block configuration consistent with the rest of the Central Eastside.*

**Finding:** The Central Eastside Corridor TIF District Plan supports investments that promote safe and accessible multimodal connectivity throughout the District, as well as increased activation through retail, residential, and employment development, but does not propose specific developments and does not amend existing City design standards. Policy 5.CE-4 is not applicable.

### **Policy 5.CE-5 Open space network**

*Increase public parks, open space, and recreation opportunities in the district, especially in areas zoned for high density, mixed-use development. Broaden the number and range of available recreation opportunities.*

**Finding:** The TIF District Plan encourages redevelopment of large sites that includes compatible uses, green buildings and infrastructure, scenic resource preservation, and new pedestrian connections. Other proposed projects support improved connectivity and activation of existing recreational amenities such as the Eastbank Esplanade for a variety of users. The Central Eastside Corridor TIF District Plan is consistent with Policy 5.CE-5.

### **Policy 5.CE-6 Street hierarchy and development character**

*Support the retail/commercial character of East Burnside, NE Sandy, SE Grand, SE Division, SE Hawthorne and SE Morrison; the boulevard character of SE Stark, NE Couch, SE 11th and SE 12th; and the flexible character of SE Ankeny, SE Salmon, SE Clay, SE 7th and SE Caruthers. Create transitions between industrial and mixed use areas.*





**Finding:** The TIF District Plan does not propose any amendments to street designations or amend existing development standards. Any right of way investments will be coordinated with PBOT and consistent with the Transportation System Plan. Policy 5.CE-6 does not apply.

### Policy 5.CE-7 Historic resources and districts

- a. *Industrial character.* Promote the historic industrial character of the Central Eastside through the preservation and enhancement of historic buildings and infrastructure that reflect past uses and architectural styles while serving existing and emerging industrial employment uses.
- b. *Historic main streets.* Enhance the character and visibility of historic streets throughout the district such as SE Morrison Street, including areas under viaducts, through public realm improvements and building rehabilitations that acknowledge these streets' historic role in shaping the district, while elevating their current status as important streets for commerce and employment.

**Finding:** Policy 5.CE-7 addresses preservation of historic and cultural resources in the Central Eastside subdistrict. The Central Eastside Corridor TIF District Plan includes projects for renovation and rehabilitation of existing buildings but does not propose any specific developments or amend the City's standards for historic or cultural resource protections. The Plan includes a funding source for rehabilitation, renovation, and placemaking. The Central Eastside Corridor TIF District Plan is consistent with Policy 5.CE-7.

## South Waterfront

### Policy 5.SW-1 Street hierarchy and development character

### Policy 5.SW-2 Open space network

**Finding:** The Central Eastside Corridor TIF District does not overlap with the South Waterfront subdistrict. These policies do not apply.

## University District/South Downtown

### Policy 5.UD-1 Portland State University character

### Policy 5.UD-2 South Auditorium character

### Policy 5.UD-3 RiverPlace character

### Policy 5.UD-4 Street hierarchy and development character

### Policy 5.UD-5 Open space network

**Finding:** The Central Eastside Corridor TIF District does not overlap with University District/South Downtown subdistrict. These policies do not apply.



## 6. Health and Environment

### Goals

#### GOAL 6.A

*The Central City is a living laboratory that demonstrates how the design and function of a dense urban center can: a) equitably benefit human health, the natural environment and the local economy; and b) provide resilience to climate change impacts such as urban heat island, and to natural hazards, including flooding and earthquakes.*

**Finding:** The Central Eastside Corridor TIF District aligns with this policy through its objectives for sustainability and climate resilience in the Central City. Investments proposed in the TIF District Plan can help to advance urban development that improves human health and the natural environment, including initiatives for active transportation, activating public spaces, and retrofitting and rehabilitation of buildings in the Central Eastside Corridor area. These projects address issues in the Central Eastside Corridor area for urban heat island effects which are concentrated around SE Lincoln St and SE 10th Ave (see the Central Eastside Corridor TIF Report) and future natural hazards. The Central Eastside Corridor TIF District is consistent with Goal 6.A.

### Policies

#### RESILIENCE

##### Policy 6.1 Natural hazard resilience

*Encourage planning, design and education in the Central City to help prevent or minimize the impacts of natural hazards such as earthquakes, floods and other hazards identified in the citywide Natural Hazard Mitigation Plan.*

- a. **New development.** *Encourage approaches to reduce future natural hazard risks and impacts when planning for or evaluating the location and design of new development.*
- b. **Retrofitting.** *Encourage the retrofitting of buildings and infrastructure to withstand natural hazards. Prioritize the seismic retrofitting of unreinforced masonry buildings while preserving their architectural character. Support Multnomah County's efforts to seismically retrofit Central City bridges, recognizing the Burnside Bridge as the regionally-designated priority.*
- c. **Preparedness.** *Support Central City residents' and businesses' efforts to prepare for natural hazards. Ensure the Central City's most vulnerable populations are included in these efforts.*
- d. **Code review.** *Monitor relevant codes to incorporate current knowledge and standards for seismic design and flood protection.*



## Policy 6.2 Climate change resilience

*Support planning, service system upgrades, and infrastructure in the Central City to anticipate, respond to, and reduce the risks and adverse impacts associated with evolving climate change conditions.*

- a. **Flooding.** *Adapt to changes in hydrology, including future river levels, changes in flood frequency and duration, and changes in stormwater runoff rates.*
- b. **Heat island.** *Encourage site designs, building designs and vegetation that reduce the adverse impacts of urban heat islands on public health and safety, especially those affecting more vulnerable communities.*
- c. **Fish and wildlife habitat.** *Improve the quality, diversity, connectivity, safety, and accessibility of terrestrial and aquatic wildlife habitat areas.*

## Policy 6.3 Multiple functions

*Encourage green infrastructure, parks, open space, and recreation opportunities in the Central City that serve multiple functions to provide capacity during flood event, improve stormwater management, reduce heat island effects, create pockets of fish and wildlife refuge, and provide places of respite and recreation for employees, residents and visitors.*

## Policy 6.4 Green infrastructure

*Increase the use of trees, ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce heat island effects, improve air and water quality and create habitat for birds and pollinators.*

- a. **Separated storm systems.** *Promote green infrastructure enhancements within the separated stormwater system to improve water quality in the Willamette River and at riverfront recreation areas.*
- b. **Ecoroof.** *Support progress toward Central City ecoroof coverage targets.*

## Policy 6.5 Flood ready development

*Reduce risks of flooding on existing and new buildings, transportation system and infrastructure.*

- a. **Impervious surface retrofits.** *Enhance flood capacity within the developed floodplain by retrofitting impervious surfaces with pervious surfaces and landscaping.*
- b. **Flood capacity.** *Improve flood capacity by reducing development impacts and requiring mitigation for fill within the 100-year floodplain.*
- c. **Building design.** *Encourage innovated building design along the Willamette River and in the 100-year floodplain to allow for ground floor flooding.*

**Finding:** Policies 6.1 to 6.5 address resilience to natural hazards and climate change in the Central City. The Central Eastside Corridor TIF District includes a value for



“Resiliency and Sustainability” that will be a key part of TIF-funded investments in the Central Eastside Corridor District. The TIF District Plan does not propose specific new development but includes projects that support renovation of commercial buildings and retrofitting (including unreinforced masonry buildings, seismic upgrades, and other climate resilience related improvements) which helps to reduce risk to natural disasters and improve overall climate resiliency capabilities in the Central Eastside Corridor area. Improvements to bicycle and pedestrian transportation and innovative infrastructure also support improved green and climate-friendly infrastructure. The Central Eastside Corridor TIF District Plan is consistent with Policies 6.1 to 6.5.

## HEALTH

### Policy 6.6 Human health

*Encourage the use of active modes of transportation by creating and enhancing a network of bike and pedestrian facilities that provide access to services and destinations including natural areas. Improve access for all people to locally grown and healthy foods. Encourage the use of building construction methods, materials, products and best practices in lighting design that do not have harmful effects on human health and the environment. Encourage social health by fostering community in a hospitable public realm.*

**Finding:** The Central Eastside Corridor TIF District Plan includes objectives to support active transportation and encourage healthy lifestyles, with projects that enhance activation of recreational areas near the riverfront as well as fostering walkable and bikeable neighborhoods. The TIF District aligns with Policy 6.6 by supporting physically and socially active healthy lifestyles. It does not propose new development where building construction methods, materials, products and best practices for construction apply. The Central Eastside Corridor TIF District Plan is consistent with Policy 6.6.

### Policy 6.7 Light, Noise and Vibration Pollution

### Policy 6.8 Upland habitat connections

### Policy 6.9 Strategic tree canopy enhancement

### Policy 6.10 Effective tree planting

**Finding:** Policies 6.7 to 6.10 address urban habitats and tree canopy in the Central City. The Central Eastside Corridor TIF District does not propose new tree plantings or specific landscaping projects and does not interfere with the implementation of these policies. Policies 6.7 to 6.10 do not apply.

## BUILDING, INFRASTRUCTURE AND SITE DEVELOPMENT

### Policy 6.11 Buildings and energy

*Increase the energy efficiency of buildings, the use of onsite renewable energy systems, and the development of low-carbon district energy systems. Conserve resources by encouraging the reuse of existing building stock, salvaging architectural elements when demolition is necessary and recycling materials from construction and demolition.*



**Finding:** This TIF District Plan does not propose specific new development, or amendments to the City’s standards for buildings and energy. Investments in building rehabilitation through the TIF District supports implementation of this policy by providing support for building renovation and encouraging more compact urban development in the Central City. The Central Eastside Corridor TIF District is consistent with Policy 6.11

#### **Policy 6.12 City investment in street trees**

#### **Policy 6.13 Bird and wildlife-safe development**

**Finding:** Policies 6.12 and 6.23 relate to urban canopy and habitat in the Central City. The Central Eastside Corridor TIF District does not propose specific new developments, tree plantings, or amendments to the City’s design and development standards. Policies 6.12 and 6.13 do not apply.

#### **Policy 6.14 Low-carbon development**

*Reduce carbon emissions from existing and new buildings, transportation systems and infrastructure.*

- a. *Healthy retrofits.* Support retrofits to existing buildings to reduce energy use and improve indoor air quality.
- b. *Green building.* Encourage high-performance new buildings that meet the energy targets of the Architecture 2030 Challenge and 2015 Climate Action Plan, including net-zero energy use in all new buildings by 2030.
- c. *High performance areas.* Encourage “high performance areas” that conserve energy and water; use renewable energy sources; reduce waste and recycle; manage stormwater; improve occupant health; and enhance the character of the neighborhood, particularly in areas with large amounts of planned new development or re development.
- d. *Solar energy.* Encourage the installation of on-site solar photovoltaic systems.
- e. *Clean district energy.* Enable the expansion and establishment of district energy systems that reduce carbon emissions.
- f. *Low-carbon transportation.* Reduce carbon emissions from transportation systems, including supporting electric vehicle infrastructure.
- g. *Carbon sequestration.* Support the use of green infrastructure to increase carbon sequestration and reduce energy needed to cool buildings in summer.

**Finding:** The Central Eastside Corridor TIF District does not propose specific new developments that would directly implement this policy, but authorizes funding related to street and utility infrastructure that integrates considerations for innovative features to meet sustainability and climate goals. Projects in the TIF District Plan also include funding for building rehabilitation and retrofitting that align with this policy’s support



for healthy retrofits. The Central Eastside Corridor TIF District Plan is consistent with Policy 6.14.

## DISTRICT POLICIES

### West End

#### Policy 6.WE-1 Build on existing high performance areas

**Finding:** The Central Eastside Corridor TIF District does not overlap with the West End subdistrict. This policy does not apply.

### Goose Hollow

#### Policy 6.GH-1 High performance Lincoln High School

#### Policy 6.GH-2 Water management and reuse

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Goose Hollow subdistrict. These policies do not apply.

### The Pearl

#### Policy 6.PL-1 High performance large sites

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Pearl subdistrict. This policy does not apply.

### Old Town/Chinatown

#### Policy 6.OT-1 High performance rehabilitation

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Old Town/Chinatown subdistrict. This policy does not apply.

### Lloyd

#### Policy 6.LD-1 Sustainable district

#### Policy 6.LD-2 Sullivan's Gulch

**Finding:** The Central Eastside Corridor TIF District does not overlap with the Lloyd subdistrict. These policies do not apply.

### Central Eastside

#### Policy 6.CE-1 Freight-compatible green infrastructure

#### Policy 6.CE-2 Strategic tree canopy enhancement

**Finding:** Policies 6.CE-1 and 6.CE-2 concern green infrastructure and tree canopy in the Central Eastside subdistrict that accommodate freight-related and industrial uses in the area. The TIF District Plan creates a funding source that could be used for green buildings, green infrastructure, and other public realm improvements that help meet sustainability and climate goals but does not propose any specific development projects or amend the City's existing design and development standards related to tree planting or green infrastructure. Policies 6.CE-1 and 6.CE-2 do not apply.



## **South Waterfront**

### **Policy 6.SW-1 High performance district**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the South Waterfront subdistrict. This policy does not apply.

## **University District/South Downtown**

### **Policy 6.UD-1 High performance university campus**

**Finding:** The Central Eastside Corridor TIF District does not overlap with the University District/South Downtown subdistrict. This policy does not apply.

