

**Westside**  
**Tax Increment Finance District Plan**

**August 28, 2024 DRAFT**

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## SECTION 1 – OVERVIEW AND BACKGROUND

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

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

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

- **Urban Growth Potential:** According to the Bureau of Planning and Sustainability Buildable Lands Inventory, the Westside TIF District has 124 vacant or underutilized parcels, most of which are less than 20,000 square feet, offering limited potential as infill development. A small number of larger sites present potential for more catalytic opportunities, such as the Broadway Corridor. The District also contains many older buildings, with 33 percent built before 1960, which may be obsolete or in need of deferred maintenance, seismic upgrades, and climate resilience improvements. High vacancy rates in high-rise commercial buildings also suggest a need to convert office spaces to mixed-use facilities, including R&D and residential uses.
- **Employment & Small Business Support:** The District saw a 12 percent decrease in businesses between 2019 and 2022, resulting in the loss of 12,658 jobs. In comparison, Portland overall saw a positive 12 percent growth in new businesses citywide indicating a sharp loss in particular for the Central City (although the city also experienced a loss of nearly 6 percent of its employees in the same timeframe). The office market in the Westside TIF District is facing sizable challenges as changing patterns of employment and preferences for work-from-home and hybrid schedules lead to increased vacancies and lower rents. Since 2018, office vacancy rates in the Downtown Subdistrict increased by 11 percentage points to 21 percent in May 2022. Given the oversupply of office space, especially downtown, vacancies are not expected to drop and this area is not expected to see speculative office development until at least 2044.<sup>1</sup> Although the Old Town Chinatown Subdistrict has generally kept pace with the city of Portland, office vacancy rates climbed to 23 percent in 2022 (compared to 18 percent in the city of Portland). The retail vacancy rate in the District is also higher than the city (7.2 percent

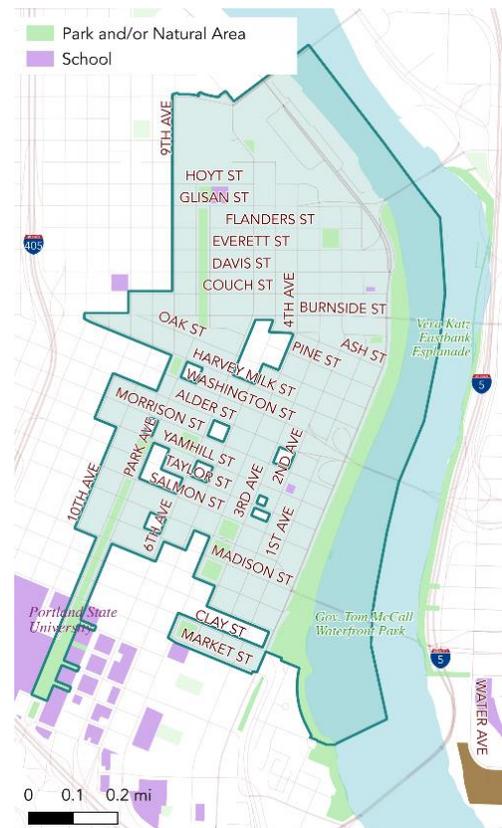


Figure A. Westside TIF District

<sup>1</sup> Central City Subdistricts Economic & Market Conditions, 21, 45.

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

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

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

## SECTION 2 – VALUES, VISION AND GOALS

### Section 2.1 – Values

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

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

### Section 2.2 – Vision

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

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

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

### Section 2.3 – Goals

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

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

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

4. Encourage the production of housing to take advantage of the Central City’s unique concentration of active transportation access, jobs, open spaces, supportive services, and amenities.
5. Create attractive, dense, high-quality affordable housing<sup>2</sup> that accommodates a broad range of needs, preferences, abilities, and financial capabilities in terms of different types, tenures, sizes, costs, and locations. Support new housing opportunities for students, families, older adults and the unmet needs of extremely low and very low-income households.
6. Encourage redevelopment of large sites that includes new compatible uses, green buildings and infrastructure, equity considerations, scenic resource preservation, new pedestrian connections, strong street presence, and new open space amenities.
7. Enhance the existing character and diversity of the Central City districts, strengthening existing places and fostering the creation of new urban places and experiences.
8. Maintain the economic and cultural diversity of the District and minimize or mitigate involuntary displacement resulting from new development.
9. Design neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities; a safe and inviting public realm; access to healthy food and active transportation; and the density of development needed to support these economically.
10. Improve street design and function to increase efficiency and safety for all transportation modes and to meet the needs of businesses, shoppers, residents, and visitors. Establish a system and standards that emphasize walking, bicycling, transit use, and freight access while continuing to provide automobile access.

## SECTION 3 – PLAN IMPLEMENTATION

### Section 3.1 – Proposed Projects and Major Activities

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

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

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

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

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

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

**Table A – Project Alignment with Plan Goals**

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

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

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

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

Section 3.2 – Plan Finances

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

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

Section 3.3 – Plan Relationship to Local Objectives

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

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

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

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

### Section 3.5 – Real Property Acquisition and Disposal

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

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

### Section 3.6 – Relocation Plan

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

## SECTION 4 – GOVERNANCE OF TIF DISTRICT

### Section 4.1 – Ongoing Community Engagement

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

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

### Section 4.2 – Future Plan Amendments

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

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

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

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

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

## EXHIBITS TO PLAN

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

## Exhibit A: Legal Description

**EXHIBIT 'A'**

AUGUST 19, 2024

**WESTSIDE TIF DISTRICT LEGAL DESCRIPTION**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ALSO EXCEPTING THEREFROM BLOCK 214, SAID PLAT OF PORTLAND;

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

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

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

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

ALSO EXCEPTING THEREFROM BLOCK 20, SAID PLAT OF PORTLAND;

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

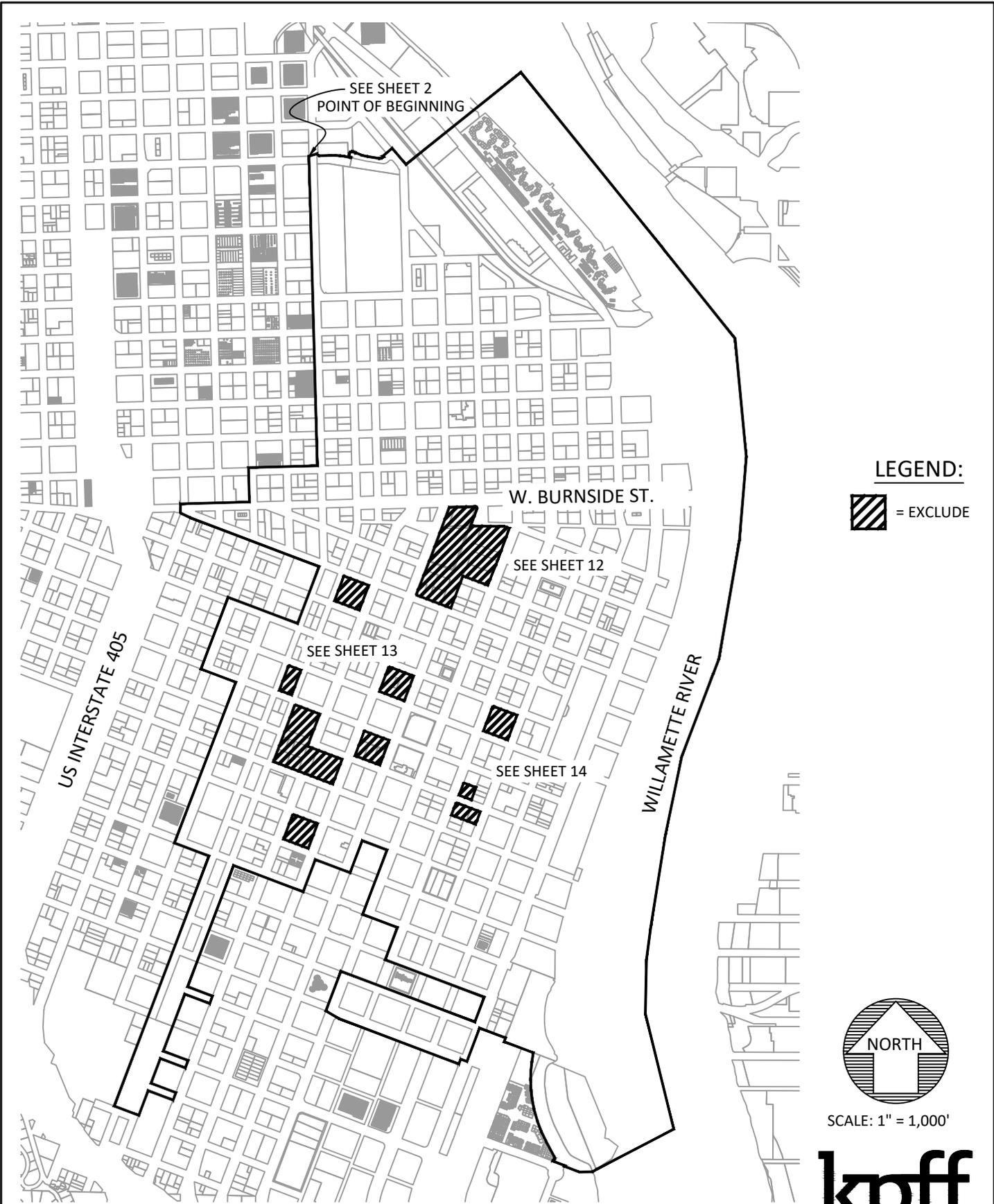
ALSO EXCEPTING THEREFROM LOTS 1, 2, 7, AND 8, BLOCK 23, SAID PLAT OF PORTLAND;

ALSO EXCEPTING THEREFROM BLOCK 183, SAID PLAT OF PORTLAND.

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

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

DRAFT



**LEGEND:**

 = EXCLUDE



SCALE: 1" = 1,000'

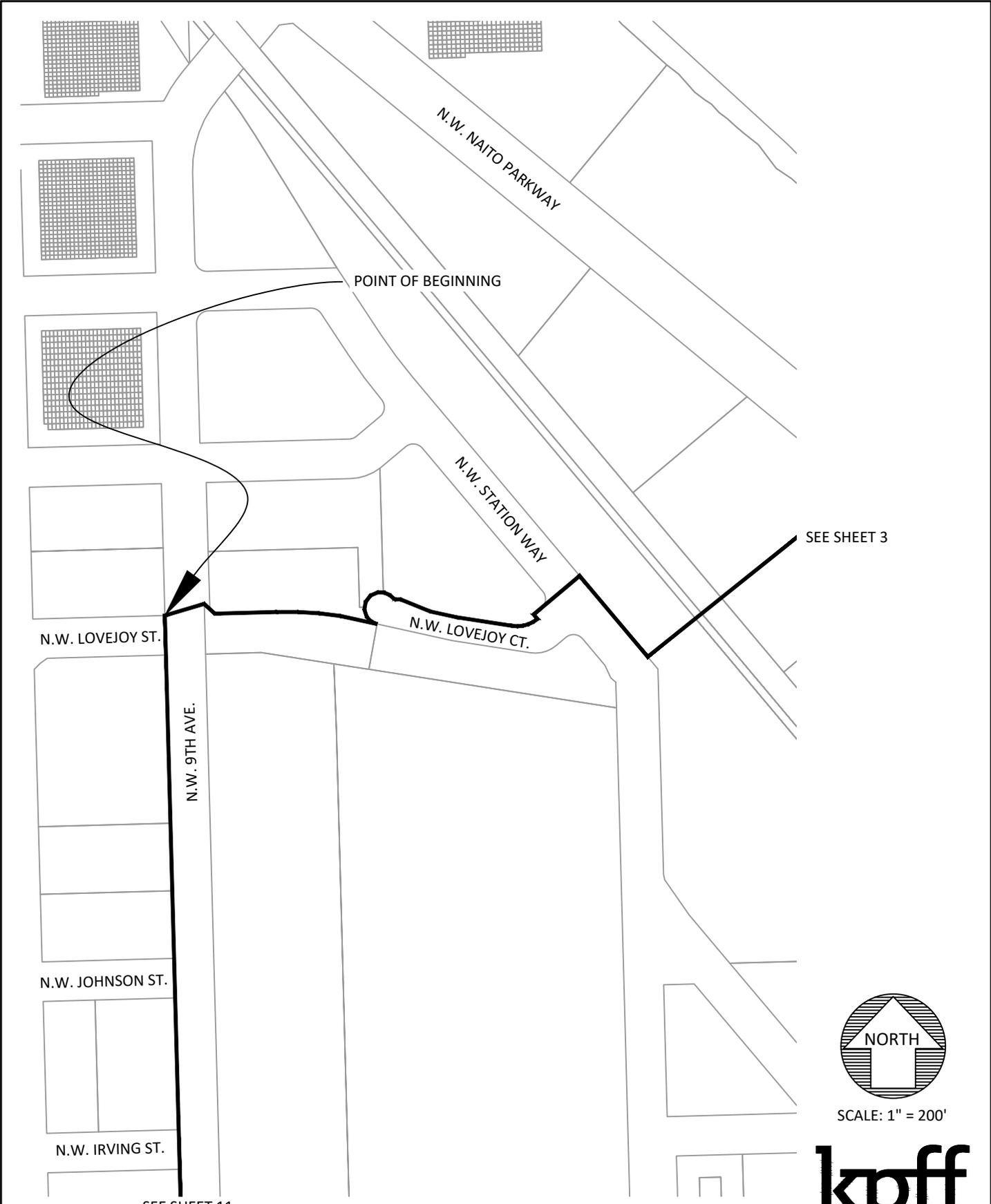


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**EXHIBIT B MAP - WESTSIDE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	1/14



POINT OF BEGINNING

SEE SHEET 3



SCALE: 1" = 200'



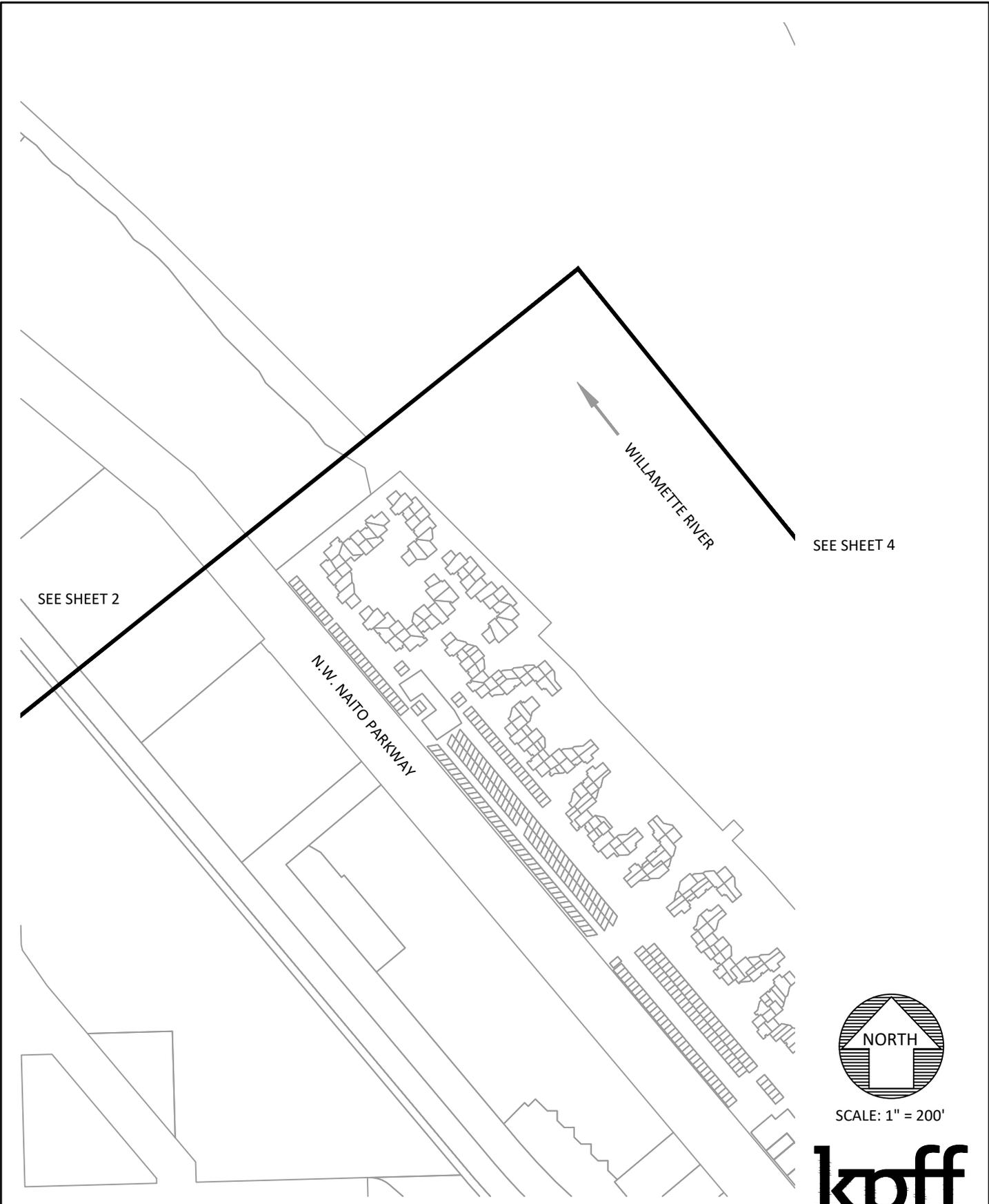
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SEE SHEET 11

EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	2/14



SCALE: 1" = 200'



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**EXHIBIT B MAP - WESTSIDE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	3/14

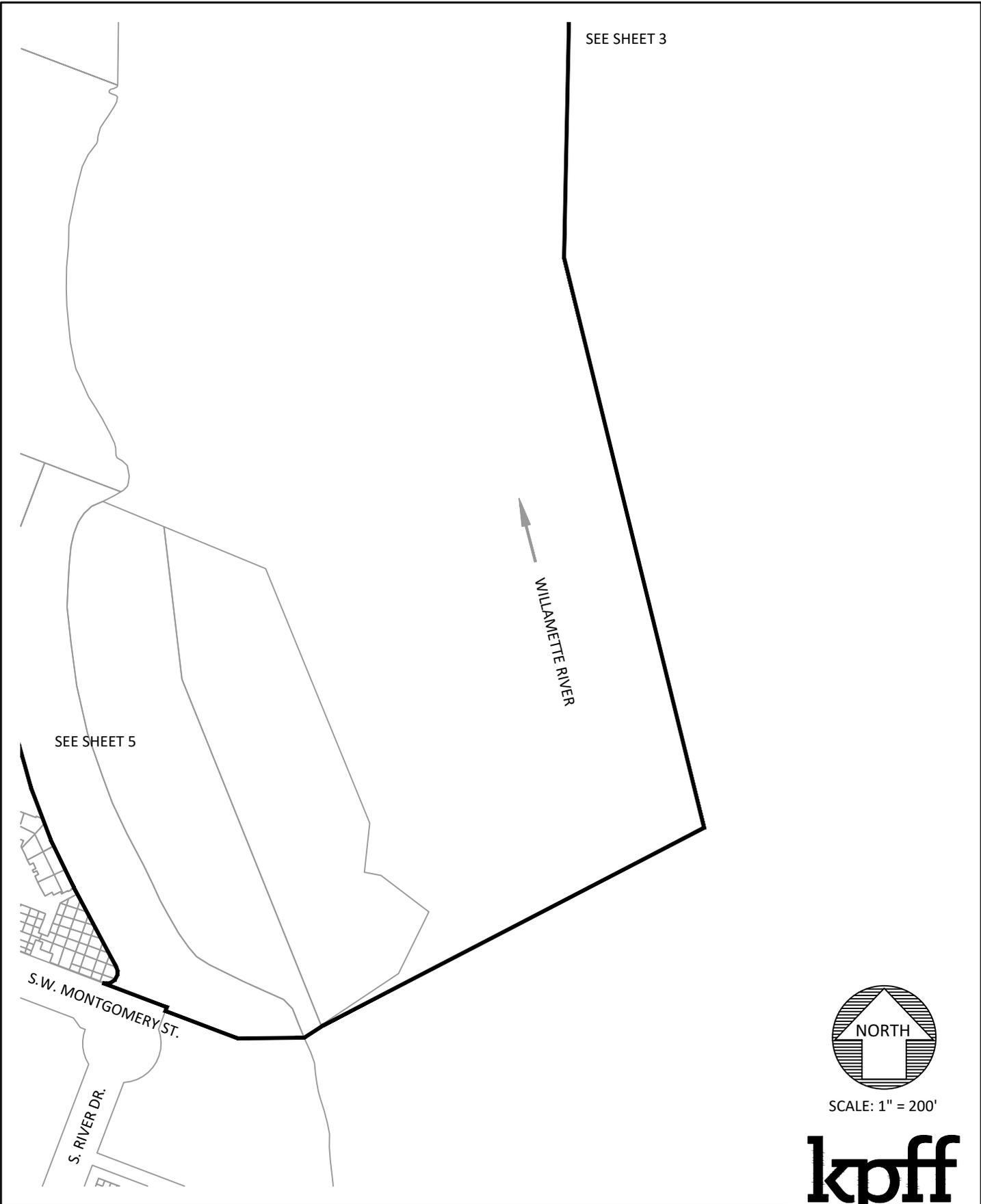


EXHIBIT B MAP - WESTSIDE

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	4/14

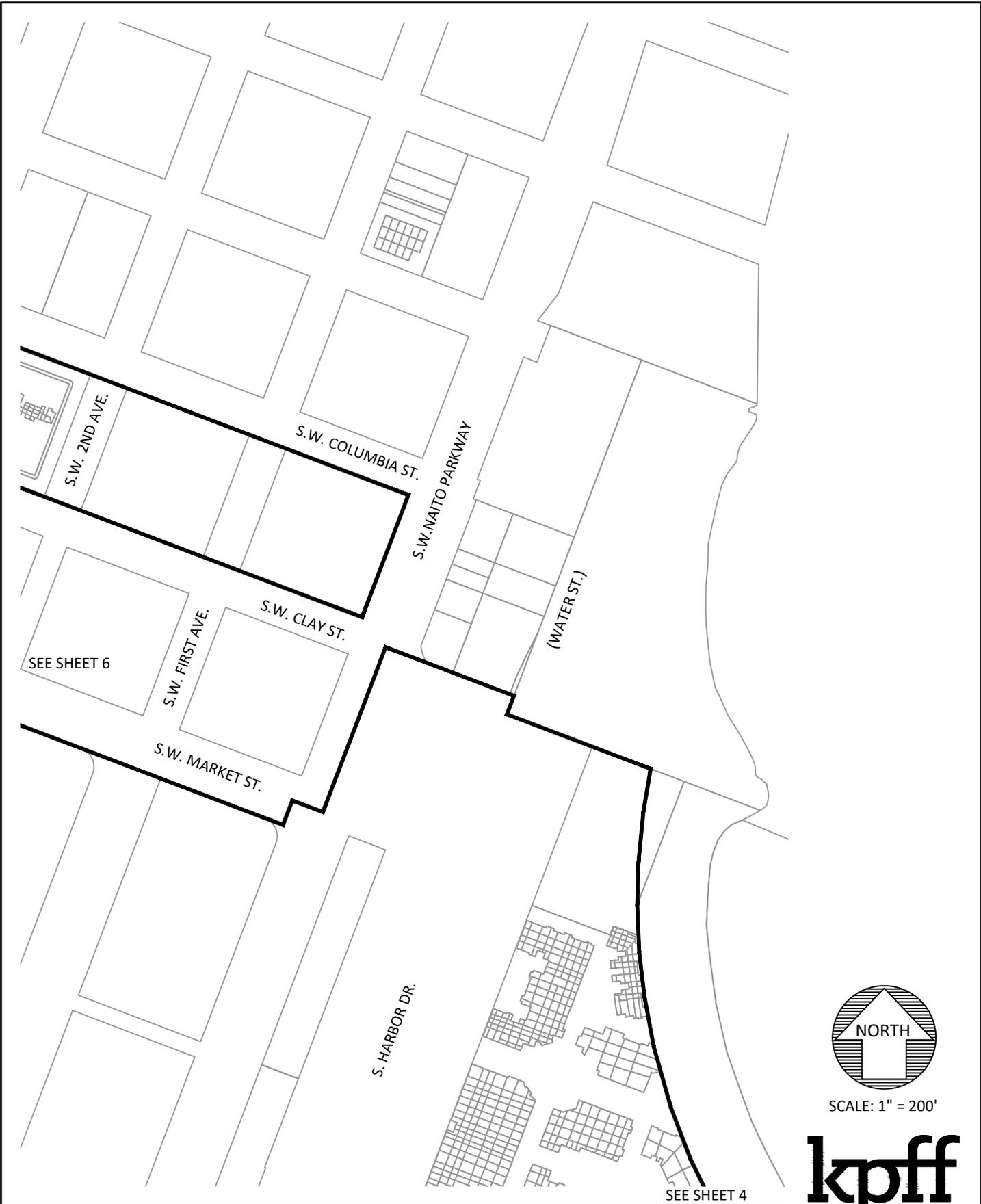
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON



SCALE: 1" = 200'



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SCALE: 1" = 200'

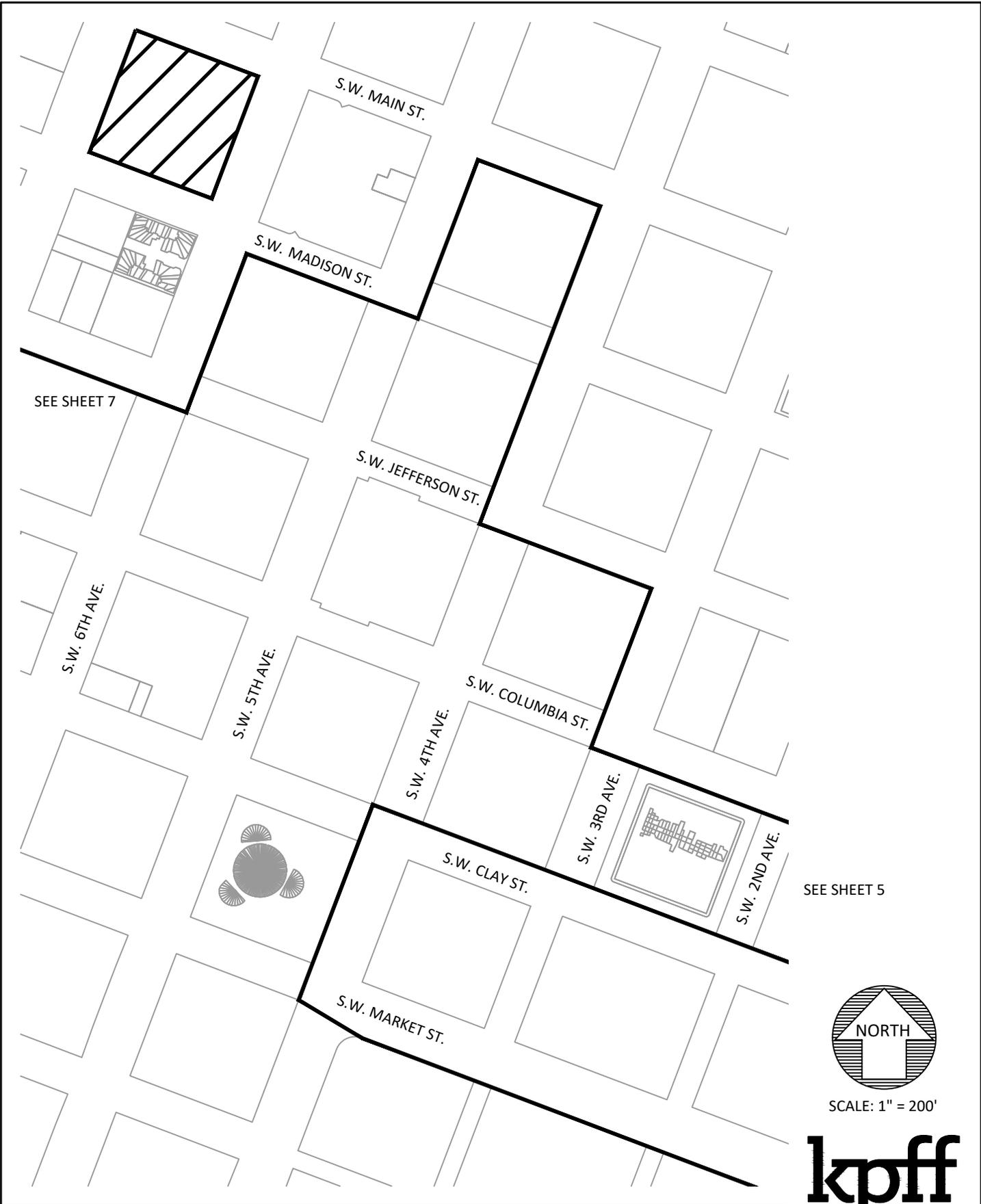


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**EXHIBIT B MAP - WESTSIDE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	5/14



SEE SHEET 5

SCALE: 1" = 200'

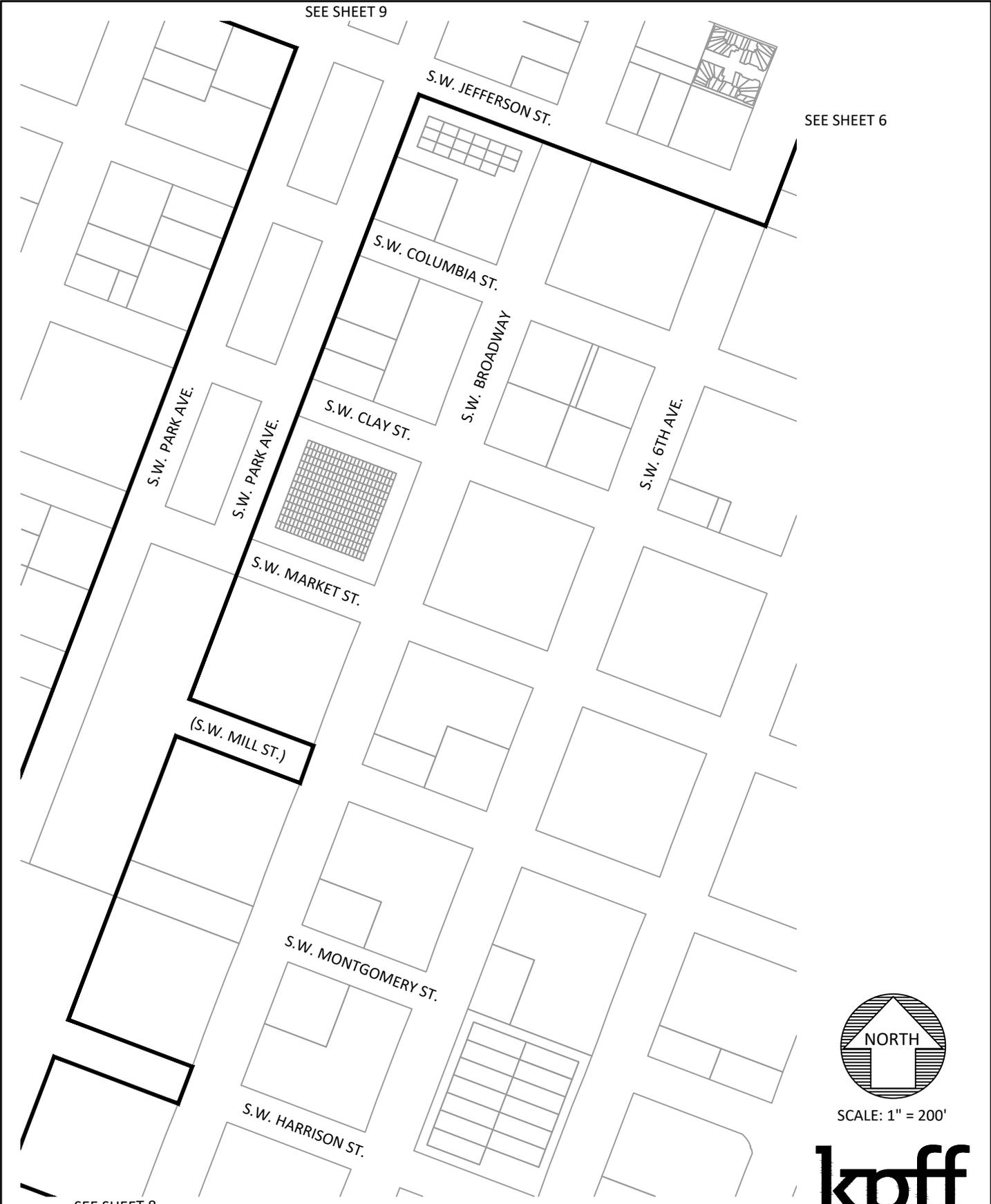


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EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	6/14



SEE SHEET 9

SEE SHEET 6

SEE SHEET 8



SCALE: 1" = 200'

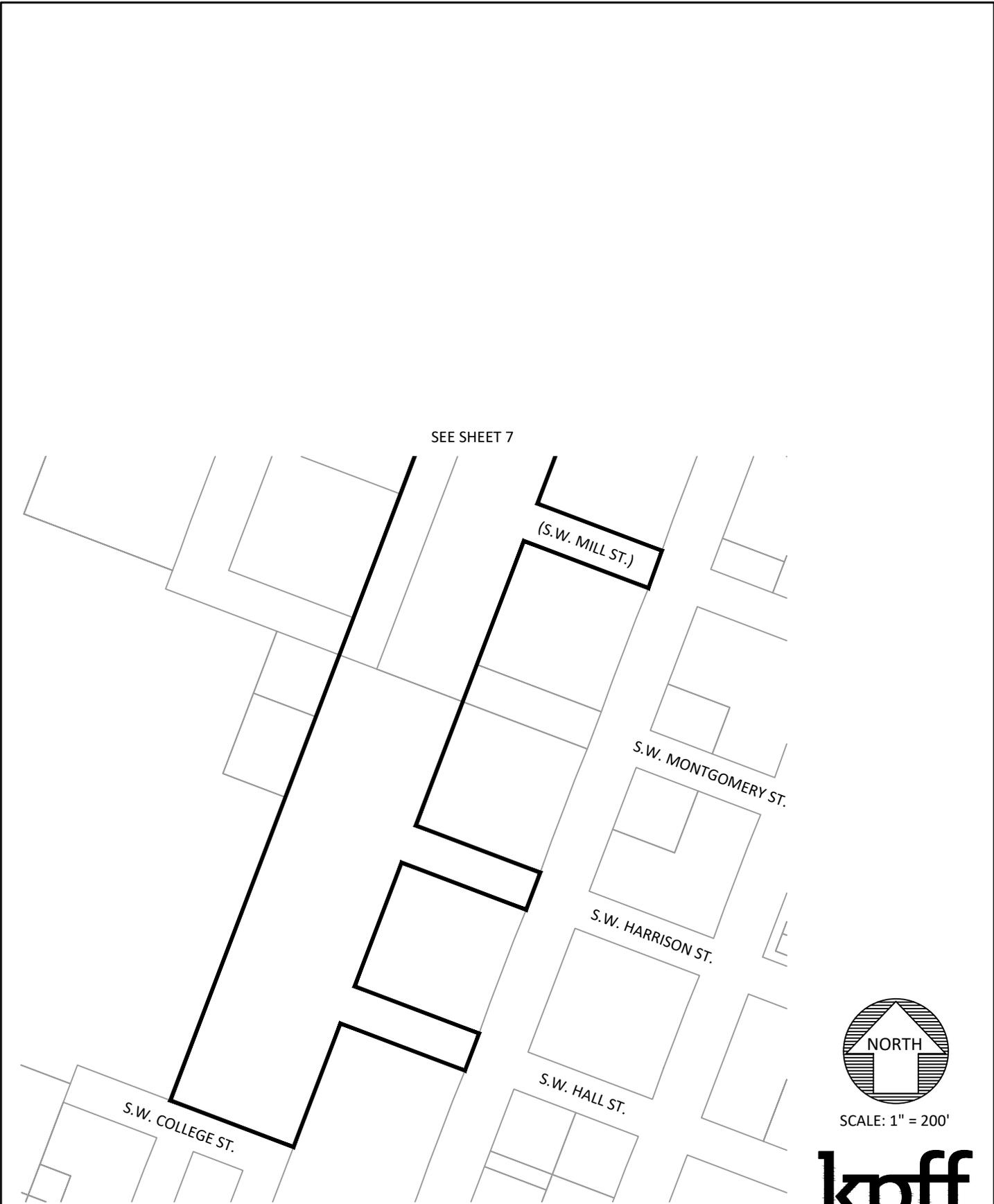


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**EXHIBIT B MAP - WESTSIDE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	7/14



SEE SHEET 7

(S.W. MILL ST.)

S.W. MONTGOMERY ST.

S.W. HARRISON ST.

S.W. HALL ST.

S.W. COLLEGE ST.



SCALE: 1" = 200'

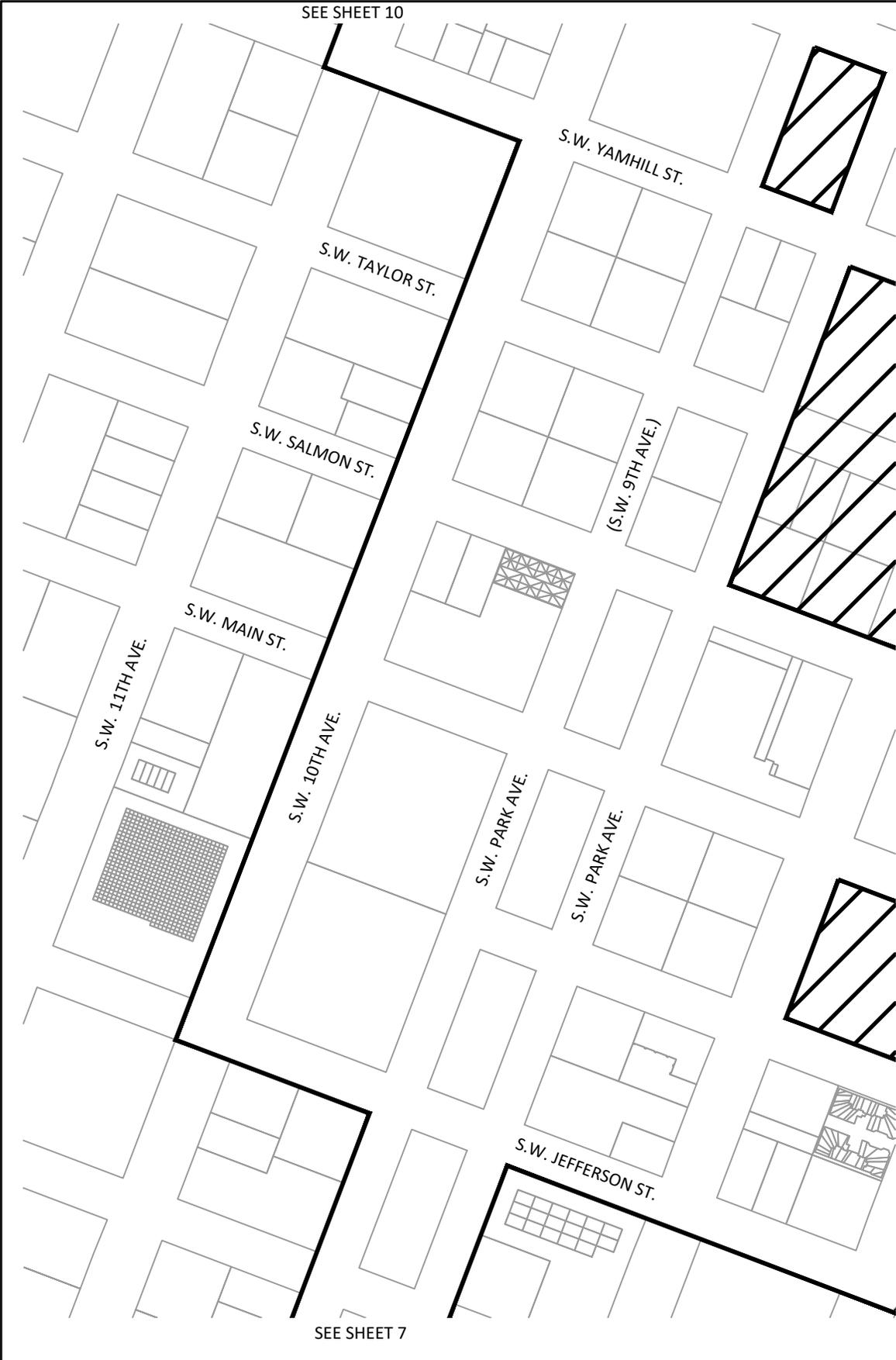


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EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	8/14



SEE SHEET 6



SCALE: 1" = 200'



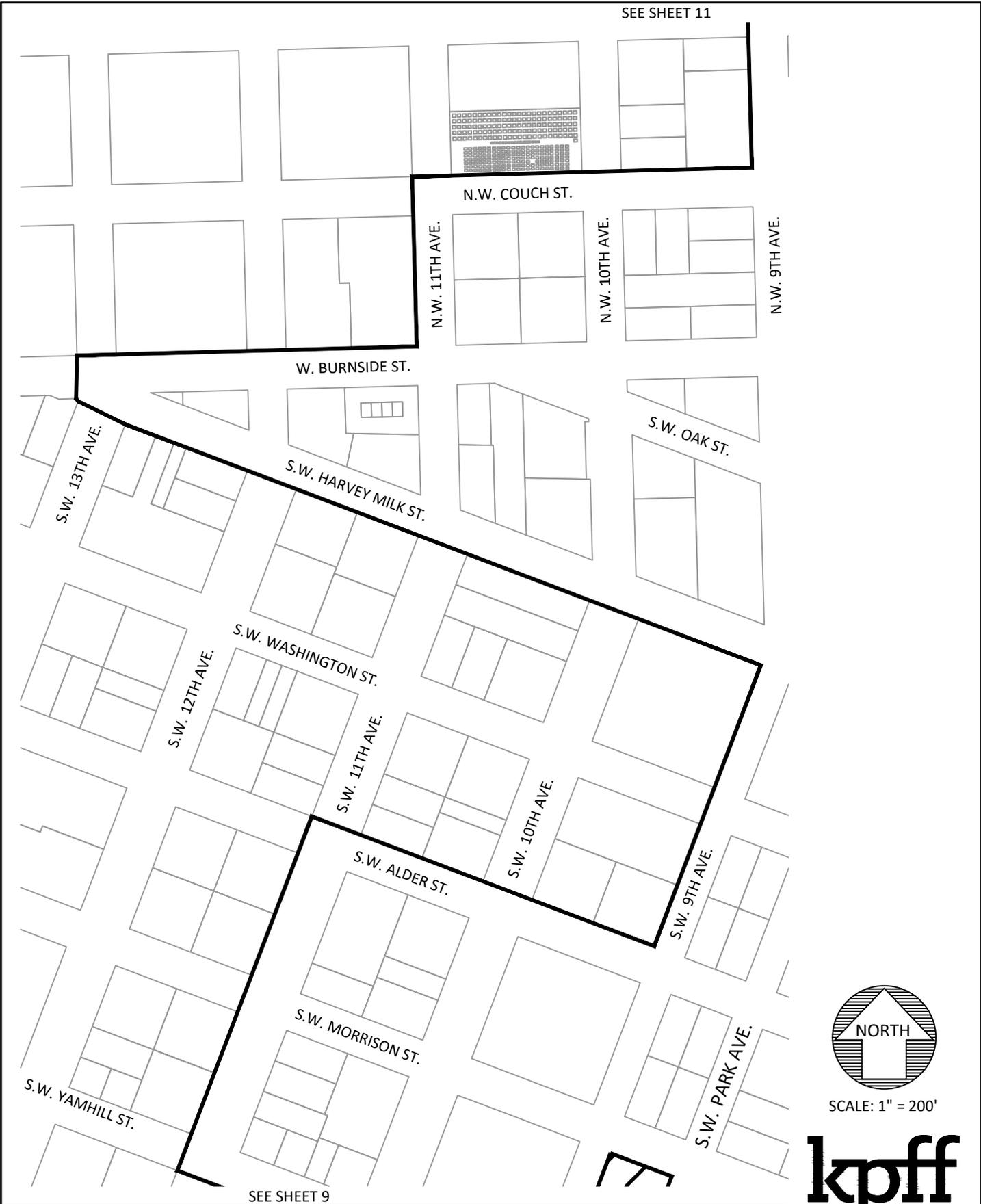
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**EXHIBIT B MAP - WESTSIDE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	9/14

SEE SHEET 11



SCALE: 1" = 200'



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EXHIBIT B MAP - WESTSIDE

DATE:	08/19/2024
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PROJECT NO.	2400244
SHEET:	10/14

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

SEE SHEET 9

SEE SHEET 2

N.W. JOHNSON ST.

N.W. IRVING ST.

N.W. HOYT ST.

N.W. GLISAN ST.

N.W. 10TH AVE.

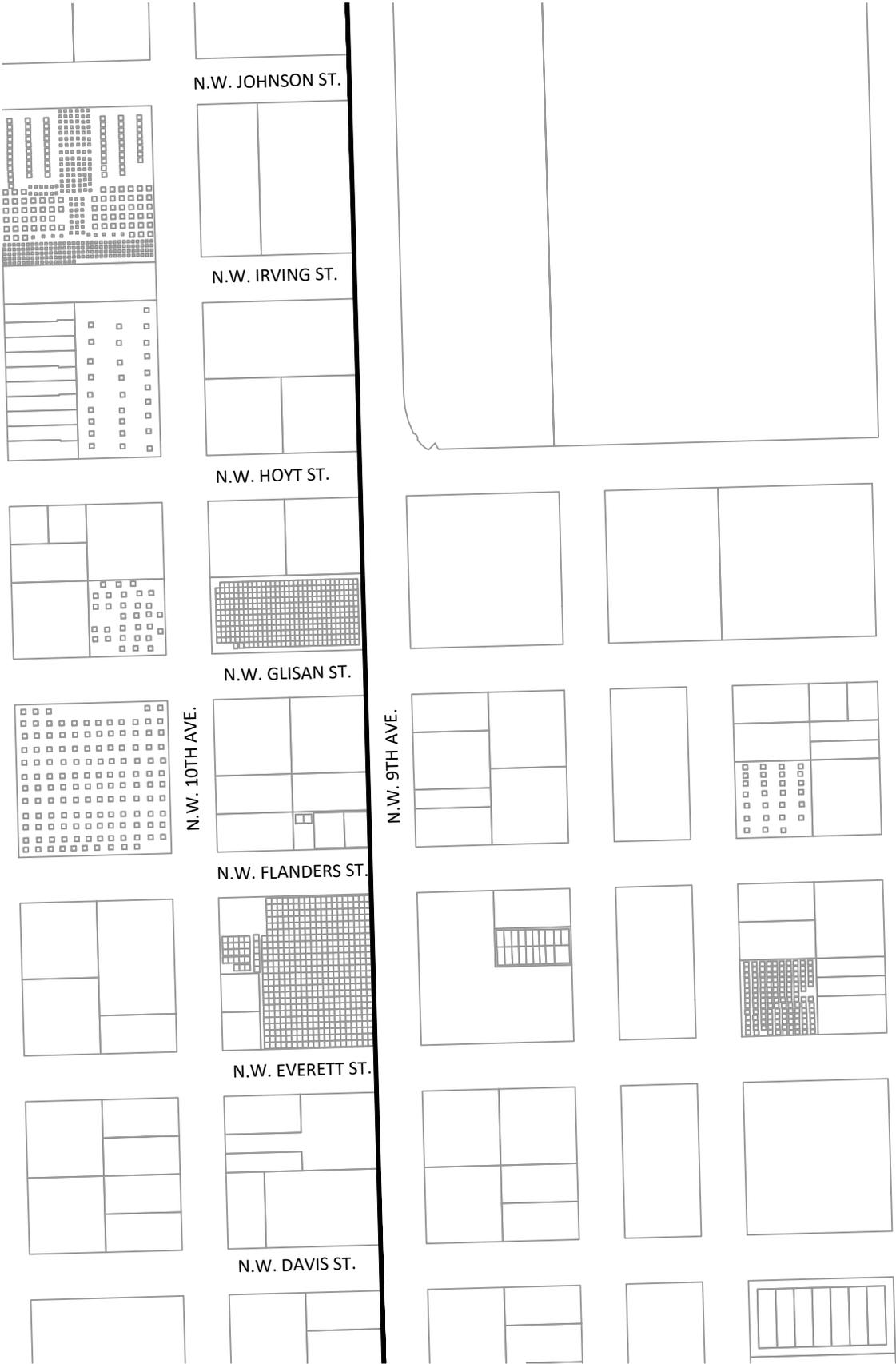
N.W. FLANDERS ST.

N.W. EVERETT ST.

N.W. DAVIS ST.

N.W. 9TH AVE.

SEE SHEET 10



SCALE: 1" = 200'

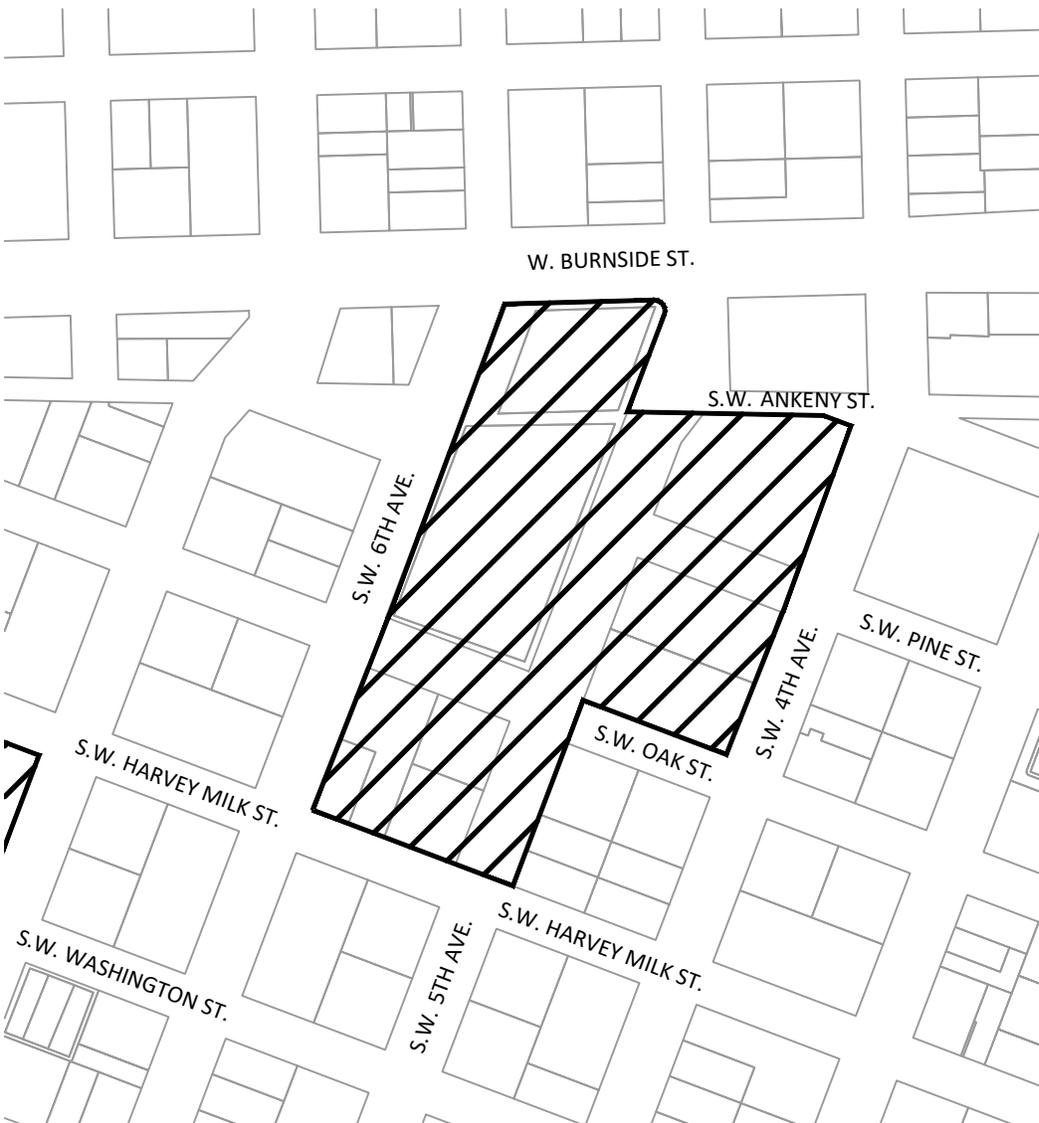


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EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
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CHECKED BY:	TTT
PROJECT NO.	2400244
SHEET:	11/14



SCALE: 1" = 250'



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EXHIBIT B MAP - WESTSIDE	DATE:	08/19/2024
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CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON	CHECKED BY:	TTT
	PROJECT NO.	2400244
	SHEET:	12/14



SCALE: 1" = 250'

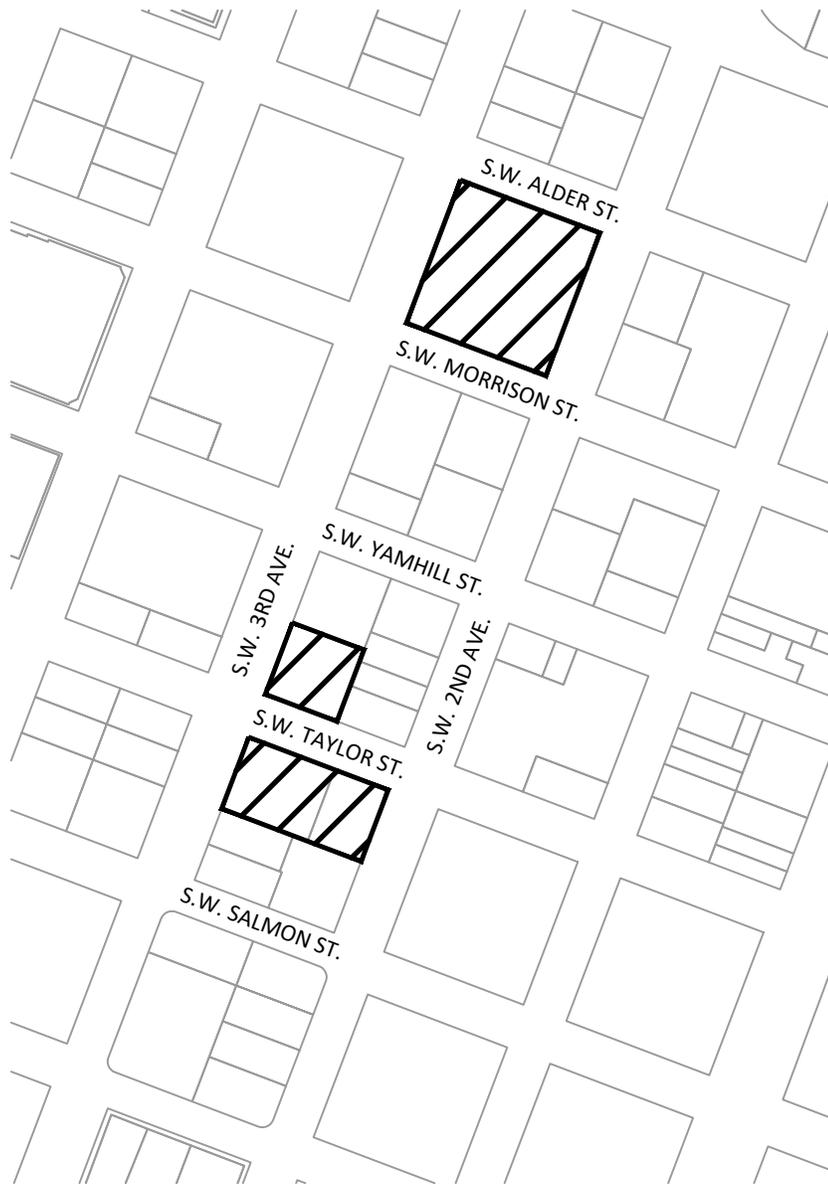


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EXHIBIT B MAP - WESTSIDE

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

DATE:	08/19/2024
DRAWN BY:	BDM
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PROJECT NO.	2400244
SHEET:	13/14



SCALE: 1" = 250'



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**EXHIBIT B MAP - WESTSIDE**

CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

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

## Exhibit B: Engagement Summary

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

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

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

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

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

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

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

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

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

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

- *Subcommittee Feedback for Downtown:*
  - Opportunities for tourism
  - Developing Downtown identity and destination for activities beyond employment
  - Public space activation/beautification
  - Connectivity and wayfinding
  - Utilize arts and culture
  - Opportunities for market rate and middle-income housing
  - Potential opportunities to explore office-housing conversions
  - Prioritize connection to river and activation of waterfront
  - Facilitate connections between active retail/business areas in the Westside
  - Invest in catalytic projects to facilitate complete neighborhood
  
- *Subcommittee Feedback for Old Town/Broadway Corridor:*
  - Challenges related to necessary renovation and seismic improvements
  - Challenges related to concentration of social services and affordable housing – need for better mix of uses
  - No new affordable housing in Old Town, use affordable housing dollars for preservation/renovation of existing affordable housing
  - Opportunities for middle-income and market rate housing
  - Opportunities for more commercial and retail
  - Need for investment with Broadway Corridor master plan site/relocation of USPS
  - Continue to utilize Old Town Chinatown Community Association for engagement

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

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

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

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

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

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

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

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

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

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

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

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

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

Phase 4: Finalize Recommendations (August 2024)

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

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