

## **Property Acquisition Policies and Procedures**

It is the intent of this plan to acquire property within the area, if necessary, by any legal means to achieve the objectives of this plan. Specifically, property acquisition is authorized when the acquisition is from willing sellers or when the acquisition is accomplished by eminent domain for either public improvements or for disposition and redevelopment.

At the time of plan adoption, no specific property has been identified for acquisition other than property required for public improvement projects authorized by the plan. However, property acquisition, including limited interest acquisition, is a part of this plan and may be used to achieve the plan's objectives.

### **Acquisition from Willing Sellers**

For projects authorized by the plan, the Portland Development Commission may acquire property from owners that wish to sell. Prior to acquiring such property, the Portland Development Commission will adopt a resolution identifying the property and providing findings that the acquisition is necessary to achieve the plan's objectives.

### **Acquisition by Eminent Domain for Public Improvements**

The Portland Development Commission may use all legal means including eminent domain to acquire property for public improvement projects described in the plan. These improvements will be located within public rights-of-way or on land that will remain in public ownership. Property acquired for public improvements need not be specifically identified in the plan, provided the public improvement project for which the acquisition is made is authorized by the plan.

### **Acquisition by Eminent Domain for Disposition and Redevelopment**

The Portland Development Commission may use all legal means including eminent domain to acquire property for disposition and redevelopment. Property to be acquired by eminent domain, or under the threat of eminent domain, for disposition for redevelopment shall be identified for acquisition for disposition and redevelopment by means of a minor amendment. The Portland Development Commission may also use eminent domain powers to acquire existing affordable housing that is at risk of demolition or conversion to non-market rate housing without amending the plan.

## **Property Disposition Policies and Procedures**

### **Property Disposition**

The plan authorizes the Portland Development Commission to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property that it has acquired.

Real property acquired by the Portland Development Commission will be disposed of for development for the uses permitted in the plan, at its fair value and for the specific use called for in the plan. Those obtaining property from the Portland Development Commission must use the property for the purposes designated in this plan. They must also complete development of the property within a period of time the Portland Development Commission fixes as reasonable.

To provide safeguards that ensure that the provisions of this plan are carried out, real projects developed on property disposed of by the Portland Development Commission and projects that are assisted financially by the Portland Development Commission are subject to this plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Portland Development Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or other provisions that area necessary to carry out this plan.

### **Relocation Policies and Procedures**

If in the implementation of this plan, persons or businesses should be displaced by the action of the Portland Development Commission, the Portland Development Commission will provide assistance in finding replacement facilities to those persons or businesses displaced. Such displacees will be contacted to determine their individual relocation needs.

Persons displaced from dwellings will not be required to move until appropriate dwellings at costs or rents within their financial means are available to them. Payment for moving expenses will be made for businesses displaced.

## Land Use Plan

Land use within the area is governed by the City of Portland's *Comprehensive Plan* and the *Comprehensive Plan's* associated implementing ordinances. Any adopted change in the *Comprehensive Plan* or implementing ordinances that are applicable to the North Macadam Urban Renewal District automatically amend the plan.

### **Comprehensive Plan and Zoning Designations**

The *Comprehensive Plan* and associated zoning designations (as defined within *Title 33, Planning and Zoning*, part of the *Code of the City of Portland*) that are used within the North Macadam District are listed below. The base zones are modified when followed by small letters (e.g. d, g.), as indicated below. These letters indicate overlay zone requirements that augment the requirements of the base zone ensuring appropriate implementation of the City's *Comprehensive Plan*.

CX	Central Commercial
CG	General Commercial
CO	Office Commercial- 1
CN	Neighborhood Commercial
EG	General Employment 1
RH	High Density Multidwelling
R1	Medium Density Multidwelling
d	Design Overlay Zone
g	River General

In addition to these zoning designations the North Macadam District, and some portions of the urban renewal area outside the district, are entirely within the zoning code's *Central City Plan* District. The plan district's provisions further tailor the provisions of the zoning code in ways tied to the implementation of the *Central City Plan* including the plan's North Macadam policy.

**Plan and Design Review**

The Portland Development Commission will facilitate coordination of regulatory procedures related to applications for land use approvals of developments to which the Portland Development Commission is providing financial assistance.

The Portland Development Commission will be notified of land use review cases within the area including design review, zoning and *Comprehensive Plan* map changes, and historic landmark designations requested through the City.

Plan and design review of private and public development shall be as follows:

1. Within the area, plan and design review will follow procedures established in *Title 33, Planning and Zoning*, a part of the *Code of the City of Portland*.
2. Projects that receive Portland Development Commission assistance will also undergo a supplementary plan and design review process conducted by the Portland Development Commission.

## **Plan Financing**

The Portland Development Commission is authorized to finance the projects contained in the plan.

### **General Description of the Proposed Financing Methods**

The plan's implementation will be financed using a combination of revenue sources including:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public bodies
- Loans, grants, dedications or other contributions from private developers and property owners; and
- Other public or private sources.

Revenues obtained by the Portland Development Commission will be used to pay or repay costs, expenses, advancements, and indebtedness incurred in planning or undertaking the project activities of the plan.

### **Tax Increment Financing**

The plan may be financed, in whole or in part, by funds allocated to the Portland Development Commission as provided in section 1c, Article IX, of the Oregon Constitution and ORS 457.420 through ORS 457.450.

### **Maximum Indebtedness**

The maximum indebtedness that may be issued or incurred under the plan is \$288,562,000.

### **Prior Indebtedness**

Any indebtedness permitted by law and incurred by the Portland Development Commission or the City of Portland in connection with the preparation of this plan or prior planning efforts related to this plan may be repaid from tax increment revenues from the area when, and if, such funds become available.

## **Amendments to the Plan**

This plan may be reviewed and evaluated periodically, and may be amended as needed. Amendments to this plan will be made pursuant to the procedures listed below.

### **Substantial Amendments**

Substantial amendments require the notice, hearing and approval procedures required of the original plan by statute. The procedure for considering a substantial amendment will include review by the Planning Commission. Substantial amendments are:

1. Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
2. Increasing the maximum amount of indebtedness (excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness) to be issued under the plan.

### **Minor Amendments Requiring Council Approval**

Amendments to the plan defined in this section shall require approval by the Planning Commission by resolution and approval by the City Council by ordinance. Such amendments are the addition of a project substantially different from those identified in the plan, or the substantial modification of a project identified in the plan, when the addition or modification requires an expenditure of over \$10 million in 1998 dollars.

### **Other Minor Amendments**

Minor amendments other than those defined above require approval by the Portland Development Commission by resolution. These minor amendments include amendments identified as minor within the text of the plan, such as identifying property to be acquired by eminent domain for disposition and redevelopment. Minor amendments also include the addition of a project substantially different from those identified in the plan or the substantial modification of a project identified in plan that requires an expenditure of over \$100,000 but less than \$10 million in 1998 dollars. Minor amendments also include other amendments that are not substantial amendments or requiring Council's approval.

# North Macadam Urban Renewal Plan Findings

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## State Goal Findings

State planning statutes require cities to adopt and amend *Comprehensive Plans* and land use regulations in compliance with the state land use goals. Because of the limited scope of the amendments in this ordinance, only the state goals addressed below apply.

**1. Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of these amendments has provided numerous opportunities for public involvement. Portland *Comprehensive Plan* findings on Goal 9, Citizen Involvement, and its related policies and objectives also support this goal. The *North Macadam Urban Renewal Plan* is consistent with this goal in the following ways:

- a) The following work groups were established to prepare and review the *North Macadam Framework Plan* and *Urban Renewal Plan*: Greenway, Parks, and Open Spaces; Housing/Jobs; Transportation; Land Use; Market Analysis and Financial Strategies. These work groups were comprised of representatives of property owners, public agencies, institutions and community organizations. As of June 2, 1999, the membership of the committees was as follows:
- |  |    |
|--|----|
| Greenway Parks and Open Spaces           | 25 |
| Housing/Jobs                             | 20 |
| Transportation                           | 20 |
| Land Use                                 | 10 |
| Market Analysis and Financial Strategies | 20 |
- b) Each of the work group meetings was open to the public, but no official public notice was specifically made. The work groups held approximately 60 meetings in all between December 1998 and July 1999. The work group's meeting schedule is listed below. Some work groups held more meetings than are listed.

Greenway Parks and Open Spaces Meetings were scheduled for: February 10, 1999; February 16, 1999; February 25, 1999; March 3, 1999; March 11, 1999; March 17, 1999; March 25, 1999; March 29, 1999; March 30, 1999; April 19, 1999; April

30, 1999; May 3, 1999; May 5, 1999; May 11, 1999; June 2, 1999

Housing/ Jobs Meetings were scheduled for:

December 3, 1998; January 6, 1999; January 27, 1999; February 10, 1999; February 24, 1999; March 29, 1999; April 28, 1999; May 19, 1999

Transportation Meetings were scheduled for:

December 3, 1998; December 15, 1998; February 3, 1999; February 16, 1999; February 17, 1999; March 3, 1999; March 17, 1999; March 31, 1999; April 7, 1999; April 15, 1999; May 3, 1999; May 5, 1999

Land Use Meetings were scheduled for:

December 3, 1998; December 9, 1998; December 15, 1998; February 3, 1999; February 16, 1999; March 10, 1999; March 29, 1999; March 30, 1999; April 15, 1999; May 4, 1999; May 5, 1999; May 12, 1999; June 8, 1999; June 11, 1999; June 14, 1999

Market Analysis and Financial Strategies Meetings were scheduled for:

February 18, 1999; April 5, 1999; April 12, 1999; April 14, 1999; April 19, 1999; May 3, 1999; May 5, 1999; May 10, 1999; June 11, 1999

- c) The following community organizations had representatives on some or all of the work groups: League of Women Voters, Corbett Terwilliger Lair Hill Neighborhood Association, Audubon Society of Portland, and the Housing Development Center.
- d) The following interested parties received notification of work group meetings and attended some or all of the work group meetings: North Macadam Development Council, OSHU, Oregon Department of Transportation, REACH, Housing Authority of Portland, Portland Community Design, and the Community Development Network.
- e) The members of the North Macadam Steering Committee and the North Macadam Urban Renewal Advisory Committee received written notification of all committee meetings. There were 45 regular attendees of the Steering Committee and 35

regular attendees of the Urban Renewal Advisory Committee. In addition, the entire mailing list, known as the "general mailing list," received written notification. The general mailing list consists of all committee members and interested parties affiliated with specific committees and work groups, in addition to people interested in North Macadam with no specific committee affiliation. As members of the general public would ask to be placed on the general mailing list, they would receive meeting notices as well.

- f) The Steering Committee met on the following dates: December 10, 1998; January 14, 1999; February 11, 1999; February 25, 1999; March 11, 1999; April 8, 1999; April 22, 1999; April 29, 1999; May 6, 1999; May 13, 1999; May 27, 1999; June 3, 1999; June 10, 1999; June 17, 1999; June 24, 1999
- g) The Urban Renewal Advisory Committee met on the following dates: February 17, 1999; March 8, 1999; March 18, 1999; March 31, 1999; April 13, 1999; April 20, 1999; May 12, 1999; May 26, 1999; June 16, 1999
- h) Two open houses were held to discuss the proposed *North Macadam Urban Renewal Plan* on April 20, 1999 and May 26, 1999. The entire North Macadam mailing list was notified as well as the surrounding business and neighborhood associations. This included members from the Corbett Terwilliger Lair Hill Neighborhood Association, the Downtown Community Association, the River Place Homeowners and Business Associations, and the North Macadam Development Council. Notice was also given in the form of public notice ads placed in *The Oregonian* and sent out to other media so the event was placed on community calendars.
- i) Public comment on the proposed *North Macadam Urban Renewal Plan* and District and was taken by the North Macadam Steering Committee on June 3, 1999. A copy of the draft urban renewal plan was sent to public agencies and community organizations requesting them. The draft plan was sent to all participating agencies and members of the work groups. It was also sent to any interested citizen who requested a copy.

- j) In preparation for the Planning Commission hearing on July 13 1999, notification to all interested parties took place. This consisted of a mailing about the *North Macadam Urban Renewal Plan* and district to 668 individuals. Notification was also placed in *The Oregonian*.
  - k) The Planning Commission held a public hearing on the *North Macadam Urban Renewal Plan* and district on July 13, 1999. Ten people testified at this hearing. The Planning Commission voted to recommend approval of the urban renewal plan and district to the City Council.
  - l) On July 21, 1999, the Portland Development Commission held a public hearing on the proposal to review the *Framework Plan* and approve the *Urban Renewal Plan*. Notice of this hearing was published in *The Oregonian*.
  - m) In preparation for City Council proceedings August 4<sup>th</sup> and August 11<sup>th</sup>, super notification took place. This consisted of a mailing about the *North Macadam Urban Renewal Plan* and district and the *North Macadam Framework Plan* to about 390,000 households.
  - n) City Council held a public hearing on the *North Macadam Urban Renewal Plan* and district and the *North Macadam Framework Plan* on August 4, 1999.
  - o) Many of the projects included in the *North Macadam Urban Renewal Plan* are projects that were identified and approved as part of the *Central City Plan*. This plan was adopted in 1988 and calls for studying the feasibility of creating an urban renewal district in North Macadam. The citizen involvement activities, notices, procedures and hearings that endorsed the *Central City Plan* also support the adoption of the *North Macadam Urban Renewal Plan*.
- 2. Goal 2, Land Use Planning**, requires the development of a process and policy framework which acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision.

- a) The *North Macadam Urban Renewal Plan* is supportive of this goal because it will implement the policies, objectives and actions called for in Portland's *Central City Plan* policy for North Macadam. The *Central City Plan* is an acknowledged part of Portland's *Comprehensive Plan*. Portland's *Comprehensive Plan* findings on Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal.
- b) The *North Macadam Urban Renewal Plan* is supportive of this goal because urban renewal funds will be used to implement policies of the *Willamette Greenway Plan*, which is an acknowledged part of Portland's *Comprehensive Plan*.
- c) The *North Macadam Urban Renewal Plan* is supportive of this goal because it is consistent with the policies of the *Downtown Plan*; the *Downtown Community Association's Residential Plan*, and the *Corbett Terwilliger Lair Hill Policy Plan*. The last two plans have been incorporated into Portland's *Comprehensive Plan*.
- d) The *North Macadam Urban Renewal Plan* identifies actions that help the renewal plan area contribute to the realization of the Central City mixed-use design type in Metro's *Region 2040 Plan*.

**3. Goal 3, Agricultural Lands,** requires the preservation and maintenance of the state's agricultural land, generally located outside of urban areas.

- a) The *North Macadam Urban Renewal Plan* is supportive of this goal because the plan will support the development of higher density urban uses in the Central City and reduce pressure for the expansion of the urban growth boundary (UGB). The projections are that the North Macadam District will accommodate at least 1,500 to 3,000 new units of housing.
- b) In addition to new housing, the renewal plan will support the development of projects that provide 8,500 to 10,000 jobs in the renewal plan area.
- c) The North Macadam Urban Renewal District is within the UGB. The renewal district does not include any agricultural lands. The entire area is fully committed to urban uses.

4. **Goal 4, Forest Lands**, requires the preservation and maintenance of the state's forestlands, generally located outside of urban areas. *The North Macadam Urban Renewal Plan* is supportive of this goal because the plan will support the development of higher density urban uses in the Central City and reduce pressure for the expansion of the urban growth boundary (UGB). The *North Macadam Urban Renewal Plan* area is within the UGB. The renewal plan area does not include any forestlands. The entire area is fully committed to urban uses.
5. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The *North Macadam Urban Renewal Plan* is consistent with this goal in the following ways:
- a) The plan's Willamette Riverfront and Natural Environment Goal calls for protecting, conserving, maintaining, and enhancing the scenic, habitat value, historic, economic, and recreational qualities of land along the riverfront and in natural areas.
  - b) The creation of an urban renewal district is a significant implementation tool to create open space features and enhance the river's edge. The plan lists the following project activities under item 14 in "Anticipated Improvements:  
  
"Riverfront improvement and amenities, including the Willamette Greenway Trail, bank restoration and stabilization, urban habitat enhancement, parks and open space including for recreational, educational, and cultural activities, and features such as walkways, marinas, and docks."
6. **Goal 6, Air, Water and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water and land resources. The *North Macadam Urban Renewal Plan* is consistent with this goal because it is needed to foster the development of jobs and high density housing at a location in the city's core.
- a) The *North Macadam Urban Renewal Plan* will foster the development of new employment opportunities in the Central City. The Central City is the largest employment center in the

region. Locating these new jobs and housing units in the Central City will reduce vehicle miles traveled (VMT) by allowing thousands of residents to live close to where they work and to support services. Reducing VMT will reduce the amount of pollutants entering the region's air.

- b) Intense urban use of the vacant and redevelopable sites in the *North Macadam Urban Renewal Plan* area will ensure efficient use of these lands and conserve the city's supply of developable sites.
- c) Portland *Comprehensive Plan* findings on Goal 8, Environment, and its related policies and objectives also support this goal.

**7. Goal 7, Areas Subject to Natural Disasters and Hazards**, requires the protection of life and property from natural disasters and hazards. The proposed *North Macadam Urban Renewal Plan* is consistent with this goal in the following ways:

- a) The plan fosters the transition of a close in industrial area, which is located adjacent to a densely populated neighborhood and the downtown core, from industrial into residential and commercial uses. Separation between hazardous substances used in industrial processes and residential and commercial areas will be increased.
- b) Part of the proposed North Macadam Urban Renewal District lies within the Willamette River's 100-year flood plain. The renewal plan activities will include measures to reduce risks associated with flooding, reduce the risk of flooding, while enhancing the quality of stormwater reaching the Willamette River. Flood control and prevention facilities are listed as project activities in the *North Macadam Urban Renewal Plan*.

**8. Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the state. The proposed *North Macadam Urban Renewal Plan* is consistent with this goal because it will be an implementation tool used to create additional parks and the completion of the Willamette Greenway along the Willamette River in the renewal plan area. The following project activities meet this goal in the following ways:

- a) The plan calls for construction of four new parks. These new parks will provide additional recreational resources for both the residents and employees of the North Macadam District
- b) The greenway improvements in the plan include the development of a recreational trail along the edge of the Willamette River. This portion of the greenway trail will be the last developed segment needed to link Riverfront and Willamette Parks. The trail also will provide a continuous bicycle and pedestrian route between the Sellwood and Broadway Bridges, thus providing pedestrian and bicycle links between the district and the eastside of the river.

**9. Goal 9, Economy of the State**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The proposed *North Macadam Urban Renewal Plan* is consistent with this goal because the plan will support the creation of infrastructure that will allow the development of jobs, as well as housing, in the urban renewal plan area. The urban renewal plan's projects include street improvements, public transit facilities, and the creation of needed parking facilities that are aimed at fostering the market for office and retail development. The urban renewal plan also lists as project activities:

"Facilities supportive of the residential and business community development such as meeting, conference, educational, upland parks, recreational, or cultural spaces;"

Portland *Comprehensive Plan* findings on Goal 5, Economic Development, and its related policies and objectives also support this goal.

**10. Goal 10, Housing**, requires provision for the housing needs of citizens of the state. The *North Macadam Urban Renewal Plan* is consistent with this goal because it will foster the development of at least 1,500 to 3,000 multifamily housing units. Urban renewal funds will directly subsidize about 800 of these units to ensure affordable housing in the district and subsidize the infrastructure needed for high-density residential development in the North Macadam District. The renewal plan will enhance Portland's compliance with the

Metropolitan Housing Rule by ensuring that development in the North Macadam District is greater than 15 dwelling units per acre in the area where residential development is required by the *Central City Plan*. This will significantly increase the proportion of multidwelling density that the City's *Comprehensive Plan* map accommodates. Portland *Comprehensive Plan* findings on Goal 4, Housing, and its related policies and objectives also support this goal. Although the renewal plan will foster the development of 1,500 to 3,000 new housing units, additional housing construction is expected in the 2020 to 2040 time period.

11. **Goal 11, Public Facilities and Services**, requires planning and development of timely, orderly and efficient public service facilities that serve as a framework for urban and rural development. The proposed *North Macadam Urban Renewal Plan* is consistent with this goal because it will act as an implementation tool that ensures that needed street, sanitary sewer, stormwater, utility, parks, and public transit improvements are in place as they are needed, or before, in the North Macadam District. Portland *Comprehensive Plan* findings on Goals 11 A through I, Public Facilities, and related policies and objectives also support this goal.
  
12. **Goal 12, Transportation**, requires provision of a safe, convenient and economic transportation system. The *North Macadam Urban Renewal Plan* is consistent with this goal. The transportation and utilities Goal of the urban renewal plan call for:
  - a) Provide adequate parking to support new development consistent with transportation demand management strategies.
  
  - b) Facilitate the location in the area of regional light rail, bus, tram, water taxi, a transit hub, and/or streetcar improvements through the availability of land, funding, or both.
  
  - c) Develop bikeways that are separate from pedestrianways wherever practical, particularly in parks and open spaces, and assure that bicycle and pedestrian access exists to link internal employment, residential, neighborhood service, recreational, and transit destinations.
  
  - d) Implement the *North Macadam District Street Plan* to create adequate vehicular access to, from, and within the area.

These goals will be implemented by a number of project activities related to transportation that are listed in the plan. These include the following project activities as they are listed in the plan:

- "2. New curbs and gutters, including curb extensions into on-street parking areas;"
4. New sidewalks or other pedestrian improvements, including bikeways, pedestrianways, and trails;
6. Tables, benches and other street furniture including signage, kiosks, phone booths, drinking fountains, decorative fountains, street and trail lights, and traffic control devices;
8. Sidewalk awnings, canopies and other weather-sheltering devices for the protection of pedestrians and to augment transit passenger facilities;
9. On and off-street parking facilities and structures;
10. Light rail, streetcar, tram, and other transit-related facilities;
11. Portal improvements, including to Bancroft /Hood/Macadam and Macadam / Curry / Gibbs intersections, and transportation and pedestrian access improvements to Downtown, Riverplace and the Corbett/Terwilliger/Lair Hill region.
12. North-South transportation improvements, including Moody, Bond, and River Parkway;"

Portland *Comprehensive Plan* findings on Goal 6, Transportation, and its related policies and objectives also support this goal.

**13. Goal 13, Energy Conservation**, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The *North Macadam Urban Renewal Plan* is consistent with this goal because:

- a) It will foster high-density residential development of 1,500 to 3,000 housing units. New high-density construction will use

common wall construction that minimizes future costs and consumption of resources for space heating.

- b) It will foster the creation of 8,500 to 10,000 new jobs in an area that will be served by transit including an extension of the Central City streetcar line. The location of employment opportunities in close proximity of high-density housing will make it possible to live close to work. Living close to work reduces reliance on the automobile for commuting and prevents the depletion of fossil fuels.
- c) Portland *Comprehensive Plan* findings on Goal 7, Energy, and its related policies and objectives also support this goal.

**14. Goal 14, Urbanization**, requires provision of an orderly and efficient transition of rural lands to urban use. The proposed *North Macadam Urban Renewal Plan* is consistent with this goal because it fosters the construction of urban infrastructure so that intensification of development can occur in the area. The development of high-density housing and employment opportunities in the district will reduce development pressure on lands that are not yet urbanized. Portland *Comprehensive Plan* findings on Goal 2, Urban Development, and its related policies and objectives also support this goal.

**15. Goal 15, Willamette River Greenway**, requires the protection, conservation, enhancement, and maintenance of the natural, scenic, historic, agricultural, economic, and recreational qualities of land along the Willamette River. The proposed *North Macadam Urban Renewal Plan* is consistent with this goal because the renewal district will create additional waterfront parklands, make improvements to the river's bank treatment and provide for the completion of the Greenway Trail between Willamette and Riverfront Parks. The renewal plan further supports this goal by providing for a greenway setback and recreational trail width that is larger than is required and the construction of enhanced riverbank treatments.

**16. Goals 16, 17, 18, and 19** deal with **Estuarine Resources, Coastal Shorelines, Beaches and Dunes**, and **Ocean Resources**, respectively, and are not applicable to Portland, as none of these resources are present within the city limits.

17 3 6 5 1

## METRO REGION 2040 FUNCTIONAL PLAN COMPLIANCE FINDINGS

### **Metro Urban Growth Management Functional Plan Findings**

#### **17. Title 1, Requirements for Housing and Employment**

**Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the UGB. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. The *North Macadam Urban Renewal Plan* is consistent with this title because the plan will help to achieve the housing and jobs targets for the North Macadam District of the Central City.

- a) The North Macadam District's housing target is new construction of at least 1,500 to 3,000 housing units in the next twenty years. About 800 of these housing units will be directly subsidized by urban renewal funds. The construction of other housing development in the district will be indirectly subsidized by the use of urban renewal funds to make improvements to the district's infrastructure including the completion of the street network.
- b) The North Macadam District is already a job center within Portland's *Central City Plan* area. The renewal plan will also support projects that retain jobs and projects that will create 8,500 to 10,000 net new jobs in the district.

**18. Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. The *North Macadam Urban Renewal Plan* is consistent with this goal because it will fund the necessary work to establish parking maximums for the North Macadam subdistrict of the Central City.

**19. Title 3, Water Quality and Flood Management Conservation**, calls for the protection of the beneficial uses and functional values of resources within Metro-defined water quality and flood management areas by limiting or mitigating the impact of development in these areas. The *North Macadam Urban Renewal Plan* is consistent with

this title because it will provide the means of making improvements to the area's stormwater disposal system that enhance water quality in the Willamette River. The renewal plan will also provide an implementation resource for bank enhancements in parts of this already fully urbanized area adjacent to the river.

- 20. Title 4, Retail in Employment and Industrial Areas**, calls for retail development in Employment and Industrial areas that supports these areas and does not serve a larger market area. The *North Macadam Urban Renewal Plan* is consistent with this title. It retains and supports the continuation of Portland's General Employment *Comprehensive Plan* designation in the part of the urban renewal area that is zoned for employment uses. This area is outside of the Central City. This title does not apply to the area in the North Macadam District of the Central City because that entire area has a *Comprehensive Plan* designation of Central Commercial.
- 21. Title 5, Neighbor Cities and Rural Reserves**, defines Metro's policy regarding areas outside of the urban growth boundary. The *North Macadam Urban Renewal Plan* is consistent with this title because the area is not within a rural reserve. The renewal plan will foster development and redevelopment at high densities within the Central City. The plan will support the construction of at least 1,500 to 3,000 new housing units and 8,500 to 10,00 new jobs in the Central City. Additional housing units and jobs are expected to be added to the district in the 2020 to 2040 time period utilizing the infrastructure provided for that growth. Higher density development in the North Macadam District will reduce the need to bring rural reserve areas into the UGB.
- 22. Title 6, Regional Accessibility**, recommends street design and connectivity standards that better serve pedestrian, bicycle and transit travel and that support the *2040 Growth Concept*. The *North Macadam Urban Renewal Plan* is consistent with this title in the following ways:
- a) The plan will support the completion of the Central City's street pattern in an area that has an incomplete street network. Urban renewal funds will be used to implement *the North Macadam District Street Plan* accepted by City Council in 1996. The street plan is designed to support expected urban development through the addition of new streets and multimodal facilities that are integrated with current and future development. A street grid

system will be created in this area that helps achieve compliance with Metro's requirements for connectivity.

- b) Renewal resources will also be used to make street improvements aimed at improving capacity for all modes and enhancing the area's mode split for transit and other alternative transportation options. This includes using urban renewal funds to make street and other improvements that will allow the extension of the Central City streetcar line through the North Macadam District. The streetcar will link the district with the downtown core and Northwest Portland. It will also provide a transit link from the district to the regional light rail system.
- c) The *North Macadam Urban Renewal Plan* calls for the completion of the Willamette River Greenway recreational trail in the North Macadam District. The completion of this portion of the recreational trail will improve bicycle and pedestrian travel within the district, and to destinations both north and south of the district.

**23. Title 7, Affordable Housing,** recommends that local jurisdictions implement tools to facilitate development of affordable housing. The *North Macadam Urban Renewal Plan* is consistent with this title because it provides a means to ensure that a significant percentage of the new housing developed will be affordable. The plan provides for the development of approximately 800 new housing units. The *Report on the North Macadam Urban Renewal Plan* lists the anticipated distribution of affordable rental and ownership housing subsidized by urban renewal funds as follows:

- a) Approximately 582 rental housing units affordable to households with incomes below 80 percent of median family income for the city.
- b) Approximately 228 ownership housing units affordable to households with income that are 80 to 120 percent of median family income for the city.

The creation of the urban renewal district will also create eligibility for a 10-year tax abatement. Portland Development Commission expertise will be provided to aid developers understand and use the tax abatement to support the development of moderate income

housing in the district. The plan also supports the construction of high density housing in North Macadam so that those who work in the district, in other parts of the Central City, or the medical facilities on Marquam Hill can live close to work. This will allow those employed in the district or nearby to economize on transportation costs and have more income to spend on housing.

- 24. Title 8, Compliance Procedures,** outlines compliance procedures for amendments to *Comprehensive Plans* and implementing ordinances. The *North Macadam Urban Renewal Plan* is consistent with this title because it enhances implementation of the *Region 2040 Concept Plan* and *Functional Plan*, through a process that has included all required notifications and reviews. Notification of the Planning Commission's consideration of the *North Macadam Urban Renewal Plan* was sent to Metro on June 12, 1999.

## COMPREHENSIVE PLAN FINDINGS

### Portland Comprehensive Plan Goals Findings

The City's *Comprehensive Plan* was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission (LCDC) on May 1, 1981. On May 26, 1995, the LCDC completed its review of the City's final local periodic review order and periodic review work program, and reaffirmed the plan's compliance with the statewide planning goals. The *North Macadam Urban Renewal Plan* will support implementation of the *North Macadam Framework Plan*. The urban renewal plan will update and implement the North Macadam policy of the City's *Central City Plan*. The *Central City Plan* is an acknowledged element of Portland's *Comprehensive Plan*.

**25. Goal 1, Metropolitan Coordination,** calls for the *Comprehensive Plan* to be coordinated with federal and state law and to support regional goals, objectives and plans. The *North Macadam Urban Renewal Plan* is consistent with this goal because it fosters the development of higher density projects within the Central City and is in conformance with the *Central City Plan*. The *Central City Plan* is an acknowledged part of Portland's *Comprehensive Plan*. The urban renewal plan will help to achieve the housing and jobs targets for the North Macadam District of the Central City required by Metro's *Functional Plan*.

- a) **Policy 1.1, Urban Growth Boundary,** calls for support of the concept of an UGB for the Portland metropolitan area. The *North Macadam Urban Renewal Plan* supports this policy because it will foster the development of significant amounts of higher density housing and the creation of additional jobs at an urbanized location that is within the UGB.
- b) **Policy 1.2, Urban Planning Area Boundary,** calls for the identification and adoption of an urban planning area boundary outside the current city limits. The *North Macadam Urban Renewal Plan* supports this policy because the North Macadam District lies entirely within Portland's planning area boundary.
- c) **Policy 1.3, Urban Services Boundary,** calls for the establishment and maintenance of an urban services boundary

for the City of Portland. The *North Macadam Urban Renewal Plan* supports this policy because it will enhance public services within an area that is inside Portland's urban service boundary.

- d) **Policy 1.4, Intergovernmental Coordination**, calls for continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The *North Macadam Urban Renewal Plan* supports this policy because it will implement provisions of the *North Macadam Framework Plan* and *Central City Plan*. These two plans were developed through a process that included extensive review, coordination, and the participation of many other governments. These two projects were aimed at ensuring the efficient use of public funds. Tri-Met, the Housing Authority of Portland, Portland Public Schools, Bureau of Parks and Recreation, and the Portland Office of Transportation all worked with the Portland Development Commission and the Bureau of Planning in developing the *Central City Plan* and the proposed *North Macadam Framework Plan*.
- e) **Policy 1.5, Compliance with Future Metro Planning Efforts**, calls for the review and update of Portland's *Comprehensive Plan* to comply with the *Regional Framework Plan* adopted by Metro. The *North Macadam Urban Renewal Plan* supports this policy because it will help to foster the concentration of higher density development within the Central City. The Central City is designated by the *Regional Framework Plan* as the region's highest density mixed use areas. Also, the urban renewal plan will help to achieve the housing and jobs targets for the North Macadam District of the Central City required by Metro's *Functional Plan*.

- 26. Goal 2, Urban Development**, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The *North Macadam Urban Renewal Plan* is consistent with this goal because it will foster the creation of at least 1500 to 3,000 new housing units and 8,500 to 10,000 new jobs at a location within the city at the its heart, the Central City.

- a) **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. The *North Macadam Urban Renewal Plan* supports this policy because it will foster the development of at least 1,500 to 3,000 new housing units in a new Central City neighborhood that was formerly an industrial area.
- b) **Policy 2.2, Urban Diversity**, calls for promotion of a range of living environments and employment opportunities for Portland residents. The *North Macadam Urban Renewal Plan* supports this policy because it will help in the creation of a new neighborhood with at least 1500 to 3,000 housing units. As it develops the North Macadam District will increasingly offer Portland area residents the option of living in a mixed-use cosmopolitan neighborhood in close proximity to the Willamette River greenway recreational trail and the region's largest job center.
- c) **Policy 2.3, Annexation**, calls for phasing the annexation program of the City to allow for the incorporation of urban and urbanizable land in a manner that is consistent with the *Comprehensive Plan* and urban growth boundary, that provides a smooth transition in urban services, that establishes logical city boundaries, and that promotes coordinated capital improvements programming. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the renewal plan's area lies entirely within Portland's city limits.
- d) **Policy 2.4, Urban Lands**, calls for the City to encourage as a regional policy that urban and urbanizable areas in the Portland metropolitan area should be in an incorporated city. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the renewal plan's area lies entirely within Portland's city limits.
- e) **Policy 2.5, Future Urban Areas**, calls for the City to not extend urban services to areas within the urban services boundary, which are designated as future urban areas. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the renewal plan's area lies entirely within the Portland's city limits.

- f) **Policy 2.6, Open Space**, calls for provision of opportunities for recreation and visual relief by preserving existing open space, establishing a loop trail that encircles the city and promoting recreational use of the city's rivers, creek, lakes and sloughs. The *North Macadam Urban Renewal Plan* supports this policy because it will result in the creation of additional parks and open spaces and will help complete the Willamette River Greenway Trail in the Central City. Urban renewal funds will be used for riverbank treatments that may include providing access points to the river at certain locations.
- g) **Policy 2.7, Willamette River Greenway Plan**, calls for implementation of the *Willamette River Greenway Plan* that preserves a strong working river while promoting recreation, commercial, and residential waterfront development along the Willamette River south of the Broadway Bridge. The *North Macadam Urban Renewal Plan* supports this policy because the renewal plan includes the creation of new parklands adjacent to the river and the greenway. The renewal plan also supports the completion of the Willamette River Greenway recreational trail through the district. The completion of the trail will allow views and access to the river that are currently not available in areas of the riverfront presently not reached by the Greenway Trail. The renewal plan further supports this policy by providing for a greenway setback and recreational trail width that is larger than is required and the construction of enhanced riverbank treatments.
- h) **Policy 2.8, Forest Lands**, calls for limiting density in areas with forested lands consistent with the City's land use policies and the urban growth boundary. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the renewal plan's area does not include forestlands.
- i) **Policy 2.9, Residential Neighborhoods**, calls for allowance of a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods. The *North Macadam Urban Renewal Plan* supports this policy because it will foster the creation of new urban neighborhood with at least 1,500 to 3,000 new housing units in Portland's Central City.

- j) **Policy 2.10, Downtown Portland**, calls for maintenance and reinforcement of downtown Portland as the principal retail, commercial, service, cultural, and high-density housing center in the city and region and calls for implementation of the *Downtown Plan*. The *North Macadam Urban Renewal Plan* supports this policy because it aids development of high-density housing and employment opportunities in and adjacent to the downtown core. North Macadam residents and employees will provide a market for downtown's retail center. The urban renewal plan will support the development of public transit connections, including the Central City streetcar, that link the downtown area with the North Macadam district.
- k) **Policy 2.11, Commercial Centers**, calls for expanding the role of major established commercial centers that are well served by transit in a manner compatible with the surrounding area. The *North Macadam Urban Renewal Plan* supports this policy because it will reinforce retail and office use in the Central City, both in the downtown and in the North Macadam District.
- l) **Policy 2.12, Transit Corridors**, calls for providing a mixture of activities along major transit routes and "Main Streets" that supports the use of transit and is compatible with the surrounding area. The *North Macadam Urban Renewal Plan* supports this policy because it provide funds for the extension of the Central City streetcar line that will link the Northwest District, the River District, the Downtown and the University District with the North Macadam District. Within the renewal area the renewal activities will foster the development of jobs, housing and retail along the streetcar line.
- m) **Policy 2.13, Auto-Oriented Commercial Development**, calls for allowing auto-oriented commercial development to locate on streets designated as major city traffic streets by the arterial streets classifications and policies; and calls for allowing neighborhood level auto-oriented commercial development near neighborhoods where allowed densities will not support transit- and pedestrian- oriented development. The *North Macadam Urban Renewal Plan* supports this policy because the renewal plan's area does not propose changing commercial zoning designations on properties located along major city traffic streets in the urban renewal area.

- n) **Policy 2.14, Industrial Sanctuaries**, calls for encouraging the growth of industrial activities by preserving industrial land primarily for manufacturing purposes. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the urban renewal area does not include any lands zoned for industrial sanctuary.
- o) **Policy 2.15, Living Closer to Work**, calls for locating greater residential densities, including affordable housing, near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality; and calls for encouraging home-based work where the nature of the work is not disruptive to the neighborhood. The *North Macadam Urban Renewal Plan* supports this policy because it will foster the creation of at least 1,500 to 3,000 new housing units and 8,500 to 10,000 new jobs in the Central City, the region's largest employment center.
- p) **Policy 2.16, Strip Development**, calls for discouraging the development of new strip commercial areas and focusing future activity in such areas to create a more clustered pattern of commercial development. The *North Macadam Urban Renewal Plan* supports this policy because it fosters the concentration of higher density development with the Central City area. Portland's Central City is the largest and most significant center in the region.
- q) **Policy 2.17, Transit Stations and Transit Centers**, calls for encouraging transit-oriented development patterns at light rail transit stations and at transit centers to provide for easy access to transit service. The *North Macadam Urban Renewal Plan* supports this policy because it fosters the development of at least 1,500 to 3,000 new housing units and 8,500 to 10,000 new jobs close to the planned Central City streetcar line.
- r) **Policy 2.18, Transit Supportive Density**, calls for establishing average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, "Main Streets", town centers, and transit centers, and 25 units per acre within one-half mile of light rail stations and regional centers. Where existing development patterns preclude these densities, this policy calls for encouraging infill through accessory units or allowing increased density on vacant lots.

*The North Macadam Urban Renewal Plan* supports this policy because it will result in the development of 1,500 to 3,000 new housing units in the North Macadam District, which is part of the Central City. The Central City is planned as the region's highest density center.

- s) **Policy 2.19, Infill and Redevelopment**, calls for encouraging infill and redevelopment as a way to implement the *Livable City* growth principles and accommodate expected increases in population and employment. *The North Macadam Urban Renewal Plan* supports this policy because it will foster the redevelopment of the North Macadam District, creating a new high density neighborhood and employment center near the city's core and providing for the services and amenities that will be needed to ensure the area's livability.
- t) **Policy 2.20, Utilization of Vacant Land**, calls for providing for full utilization of existing vacant land except in those areas designated as open space. *The North Macadam Urban Renewal Plan* supports this policy because the renewal plans programs and projects will ensure that development and redevelopment are at densities that maximize the areas potential for absorbing growth.
- u) **Policy 2.21, Existing Housing Stock**, calls for providing for full utilization of larger single-dwelling homes with conditions that preserve the character of the neighborhood and prevent speculation. This policy is not applicable to *the North Macadam Urban Renewal Plan* because the North Macadam District contains no single-family dwellings and the larger urban renewal area contains very few single-family homes. The residential *Comprehensive Plan* designations in the renewal area but outside the district are Medium and High Density Multidwelling. The entire North Macadam District is designated Central Commercial.
- v) **Policy 2.22, Mixed Use**, calls for continuation of a mechanism that will allow for the maintenance and enhancement of areas of mixed use character where such areas act as buffers and where opportunities exist for the creation of mixed use nodes. *The North Macadam Urban Renewal Plan* supports this policy because the North Macadam District is designated Central Commercial, which allows mixed commercial and residential uses. *The North Macadam Framework Plan* encourages the

development of a mixed-use character as development in the area intensifies.

- w) **Policy 2.23, Buffering**, calls for mitigating the impacts from non-residential uses on residential areas through the use of buffering and access limitations, in particular when residentially zoned lands are changed to commercial, employment or industrial zones. The *North Macadam Urban Renewal Plan* supports this policy because it embraces existing design review requirements that ensure detailed consideration of compatibility and fit issues for each development project.

**27. Goal 3, Neighborhoods**, calls for preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The *North Macadam Urban Renewal Plan* is consistent with this goal because it will foster the development of new high density neighborhoods in the Central City, reducing development pressure that might have an impact on the city's existing neighborhoods. The North Macadam District will be the location for the development of at least 1,500 to 3,000 new housing units in the next 20 years.

- a) **Policy 3.1, Physical Conditions**, calls for providing and coordinating programs to prevent the deterioration of existing structures and public facilities. The *North Macadam Urban Renewal Plan* supports this policy because it includes programs aimed at completing the street network and improving the infrastructure and public facilities within the renewal plan's area.
- b) **Policy 3.2, Social Conditions**, calls for providing and coordinating programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions. The *North Macadam Urban Renewal Plan* supports this policy because it includes programs that will create amenities within the North Macadam District that will benefit the residents of the area and the entire city. These programs include the creation of affordable housing, creation of new parklands, the completion of the Willamette River Greenway between Riverfront and Willamette Parks, extension of the Central City streetcar to the North Macadam District

which will tie it to the University District, Downtown, River District and the Northwest District.

- c) **Policy 3.3, Neighborhood Diversity**, calls for promoting neighborhood diversity and security by encouraging diversity in age, income, race and ethnic background of those living in the city's neighborhoods. The *North Macadam Urban Renewal Plan* supports this policy by fostering the development of new mixed income neighborhoods. Urban renewal funds will be used to subsidize new housing units that reflect the City's household income profile.
- d) **Policy 3.4, Historic Preservation**, calls for the preservation and retention of historic structures and areas throughout the city. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the North Macadam District contains no historic districts.
- e) **Policy 3.5, Neighborhood Involvement**, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. The *North Macadam Urban Renewal Plan* is consistent with this policy because the development of the renewal plan included outreach to and the participation of the North Macadam Development Council and the Corbett Terwilliger Lair Hill Neighborhood Association. These business and neighborhood associations are areas, which are included in the proposed renewal district.
- f) **Policy 3.6, Neighborhood Plan**, calls for the maintenance and enforcement of neighborhood plans that are consistent with the *Comprehensive Plan* and that have been adopted by City Council. The *North Macadam Urban Renewal Plan* supports this policy in the following ways:
  1. The urban renewal plan will help to implement the adopted policies of the *Corbett Terwilliger Lair Hill Policy Plan* of 1977 by fostering the construction of 1,500 to 3,000 new housing units in the North Macadam District. This new development will support this goal by ensuring that the area develops as a mixed-use neighborhood that includes housing.
  2. The plan will help to implement the adopted policies of the *Downtown Community's Residential Plan* adopted in July 1996.

The urban renewal plan will improve the downtown's residential environment by the enhancement of downtown amenities as called for in the *Downtown Community Association Plan*. The creation of new parks and the completion of the Willamette River greenway in the North Macadam District will provide new open space and recreational opportunities for downtown residents.

- g) **Policy 3.7, Visual Communication**, calls for maintaining a balance between adequate signage and public safety, welfare, and community appearance. *The North Macadam Urban Renewal Plan* supports this policy because it calls for the following public improvements in the project activities list:
- "6. Tables, benches and other street furniture including signage, kiosks, phone booths, drinking fountains, decorative fountains, street and trail lights, and traffic control devices; and
  - 7. Special graphics for directional and informational purposes.
  - 16. Facilities supportive of the unique identity of the area, such as plazas, gateways, and public art. "
- The entire North Macadam District is also subject to design review. Also, the plan facilitates development in the North Macadam District which is zoned Central Commercial (CX). This zone has the most restrictive sign regulations in the Central City.
- h) **Policy 3.8, Albina Community Plan Neighborhoods**, calls for inclusion as part of the *Comprehensive Plan* neighborhood plans developed as part of the *Albina Community Plan*. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the *Albina Community Plan* area is completely outside of the proposed renewal plan's boundaries.
- i) **Policy 3.9, Outer Southeast Community Plan Neighborhoods and Business Plan**, calls for inclusion as part of the *Comprehensive Plan* neighborhood and business plans developed as part of the *Outer Southeast Community Plan*. This policy is not applicable to the *North Macadam Urban Renewal*

*Plan* because the *Outer Southeast Community Plan's* area is completely outside of the proposed renewal plan's boundaries.

- 28. Goal 4, Housing**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households. The *North Macadam Urban Renewal Plan* supports this goal because it fosters the construction of 1,500 to 3,000 new housing units in the North Macadam District for households of varying incomes.
- a) **Policy 4.1, Housing Availability**, calls for ensuring that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future. The *North Macadam Urban Renewal Plan* supports this goal because it fosters the construction of 1,500 to 3,000 new housing units in the North Macadam District. Urban renewal funds will be used to subsidize affordable rental and ownership housing units for households below 120 percent of median income for ownership housing and 80 percent of median income for rental housing.
  - b) **Policy 4.2, Maintain Housing Potential**, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed-use. (When considering requests for amendments to the *Comprehensive Plan* map, require that any loss of potential housing units be replaced.) This policy is not applicable to the *North Macadam Urban Renewal Plan* because the plan does not change any *Comprehensive Plan* designations in the renewal area.
  - c) **Policy 4.3, Sustainable Housing**, calls for encouraging housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used to subsidize the construction of high density housing which makes efficient use of land and is energy

efficient because of common wall construction. The North Macadam District will be served by public transit including an extension of the Central City streetcar through the district.

- d) **Policy 4.4, Housing Safety**, calls for ensuring a safe and healthy built environment and assists in the preservation of sound existing housing and the improvement of neighborhoods. The *North Macadam Urban Renewal Plan* supports this policy because the construction of 1,500 to 3,000 new housing units in the district will reduce the development pressure on existing residential areas in the Corbett / Terwilliger / Lair Hill neighborhood. New housing constructed in the district will meet all applicable state and city codes so that it will be safe and well constructed.
- e) **Policy 4.5, Housing Conservation**, calls for restoring, rehabilitating, and conserving existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character. The *North Macadam Urban Renewal Plan* supports this goal by fostering the construction of 1,500 to 3,000 new housing units in the North Macadam District. This new housing will reduce the development pressure on existing residential areas in the Corbett Terwilliger Lair Hill neighborhood.
- f) **Policy 4.6, Housing Quality**, calls for encouraging the development of housing that exceeds minimum construction standards. The *North Macadam Urban Renewal Plan* supports this policy because its Housing Goal calls for assisting the maintenance and production of substantial and well-designed housing.
- g) **Policy 4.7, Balanced Communities**, calls for creating and maintaining livable mixed-income communities that offer choices of housing types and tenures (rental and ownership) in Portland's neighborhoods. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used to subsidize a portion of the housing in North Macadam so that it is affordable to low to middle income households.
- h) **Policy 4.8, Regional Housing Opportunities**, calls for ensuring opportunities for economic and racial integration throughout the region by advocating for the development of a

range of housing options affordable to all income levels throughout the region. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used to subsidize housing units in the North Macadam District that will be affordable to low to middle income households.

- i) **Policy 4.9, Fair Housing**, calls for ensuring freedom of choice in housing type, tenure, and neighborhood for all, regardless of race, color, age, gender, familial status, sexual orientation, religion, national origin, source of income or disability. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used to ensure that housing in North Macadam is available to households of varying incomes including low to moderate-income households.
- j) **Policy 4.10, Housing Diversity**, calls for the creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used to ensure that housing in North Macadam is available to households of varying incomes including low to moderate-income households. The construction of high density housing in North Macadam will also expand housing choices for those living in surrounding neighborhoods who may want to remain in the community, but do not want to live in single family housing.
- k) **Policy 4.11, Housing Affordability**, calls for the promotion and development of housing that is affordable to people across a range of income levels. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used to ensure that housing in North Macadam is available to households of varying incomes including low to moderate-income households.
- l) **Policy 4.12, Housing Continuum**, calls for reflecting the need to plan and provide opportunity for housing from emergency shelter to permanent housing, for renters and owners, and for people at different income levels or at different stages in the housing market. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used

to ensure that housing in North Macadam is available to households of varying incomes including low to moderate-income households.

- m) **Policy 4.13, Humble Housing**, calls for recognizing that smaller housing is an option that can promote affordability and reduced resource consumption, as well as respond to changing household size. The *North Macadam Urban Renewal Plan* supports this policy because it will foster the development of 1,500 to 3,000 new housing units. These housing units are expected to be apartment and condominiums which are typically smaller, more energy efficient and less costly to maintain than single family dwellings and other low density housing types.
- n) **Policy 4.14, Neighborhood Stability**, and its objectives focus on the many aspects of housing that can affect neighborhood stability: diversity, affordability, housing security and tenure, and gentrification and displacement. The *North Macadam Urban Renewal Plan* supports this policy because urban renewal funds will be used to ensure that housing in North Macadam is available to households of varying incomes including low to moderate-income households. The construction of high density housing in North Macadam will also expand housing choices for those living in surrounding neighborhoods who may want to remain in the community but do not want to live in single family housing.
- o) **Policy 4.15, Regulatory Costs and Fees**, and its objectives focus on the relationship of city regulations and fees on housing cost and affordability. This policy is not applicable to *North Macadam Urban Renewal Plan* because it directs the actions of City bureaus involved in the permitting process for development.

**29. Goal 5, Economic Development**, calls for the promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The *North Macadam Urban Renewal Plan* is consistent with this goal because urban renewal funds will be used to help create 8,500 to 10,000 new jobs in the North Macadam District.

- a) **Policy 5.1, Urban Development and Revitalization**, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. *The North Macadam Urban Renewal Plan* supports this policy because it will facilitate the redevelopment of vacant and underused land for a new urban neighborhood containing least 1,500 to 3,000 new housing units and 8,500 to 10,000 new jobs.
- b) **Policy 5.2, Business Development**, calls for sustaining and supporting business development activities to retain, expand, and recruit businesses. *The North Macadam Urban Renewal Plan's* job creation goal calls for optimizing economic development to create a job center in the area. It also calls for supporting infrastructure and development to attract target industries identified by City policies and businesses that support these industries or enhance fulfillment of the job density goals of the area.
- c) **Policy 5.3, Community-Based Economic Development**, calls for supporting community-based economic development initiative consistent with the *Comprehensive Plan* and compatible with neighborhood livability. *The North Macadam Urban Renewal Plan* supports this policy because it includes the following Specific Goals under General Goal 2 Job Creation:
- (6) Support service and retail business opportunities made available by increased employment, residential, and commercial activity in the area.
- (7) Support marketing and redevelopment of land to encourage businesses to site employment opportunities in the area.”
- d) **Policy 5.4, Transportation System**, calls for promotion of a multi-modal regional transportation system that encourages economic development. *The North Macadam Urban Renewal Plan* supports this policy because it includes programs that will: enhance the Central City's parking supply, support the extension of the Central City streetcar through the district, and the construction of a tram to Marquam Hill. The plan also calls for implementing the *North Macadam District Street Plan* to create adequate vehicular access to, from, and within the area.

- e) **Policy 5.5, Infrastructure Development**, calls for promotion of public and private investments in public infrastructure to foster economic development in Council-designated target areas. The *North Macadam Urban Renewal Plan* supports this policy because includes projects that will improve streets, create new streets, create parking, improve stormwater management and water quality, enhance the quality of street furniture; and provide transit service in the renewal area and to adjacent and nearby areas. Also the plan's project activities list calls for an "expanded and upgraded utility infrastructure."
- f) **Policy 5.6, Area Character and Identity within Designated Commercial Areas**, calls for promotion and enhancement of the special character and identity of Portland's designated commercial areas. The *North Macadam Urban Renewal Plan* supports this policy will foster the development of a unique character in the redeveloping part of the North Macadam District.
- g) **Policy 5.7, Business Environment Within Designated Commercial Areas**, calls for promotion of a business environment within designated commercial areas that is conducive to the formation, retention, and expansion of commercial businesses. The *North Macadam Urban Renewal Plan* supports this policy because it calls for supporting infrastructure and development to attract target industries identified by City policies and businesses that support these industries or enhance fulfillment of the job density goals of the area.
- h) **Policy 5.8, Diversity and Identity in Industrial Areas**, calls for promotion of a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland. The *North Macadam Urban Renewal Plan* is consistent this policy because it will foster the location of intense commercial uses in the district, thus reducing the pressure to redevelop industrial sanctuary and mixed employment areas for office uses.
- i) **Policy 5.9, Protection of Nonindustrial Lands**, calls for protection of non-industrial lands from the potential adverse impacts of industrial activities and development. *The North Macadam Urban Renewal Plan* is consistent with this policy

because it fosters the redevelopment of a former industrial area for residential and commercial uses. This will ensure that retailing, offices, and housing developing in the renewal area and in the surrounding neighborhood will not be adversely affected by industrial uses.

- j) **Policy 5.10, Columbia South Shore**, calls for encouraging the development of the Columbia South Shore as an industrial employment district which attracts a diversity of employment opportunities while protecting significant environmental resources and maintaining the capacity of the area infrastructure to accommodate future development. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the Columbia South Shore area is completely outside of the proposed renewal plan's boundaries.

**30. Goal 6, Transportation**, calls for protection of the public interest and investment in the public right-of-way and transportation system by:

- Encouraging development of a balanced, affordable and efficient transportation system consistent with the arterial streets classifications and policies;
- Providing adequate accessibility to all planned land uses;
- Providing safe and efficient movement of people and goods while preserving, enhancing, or reclaiming neighborhood livability;
- Minimizing the impact of interregional trips on city neighborhoods, commercial areas, and the city street system;
- Reducing reliance on the automobile and per capita vehicle miles traveled;
- Building the use of the city street system to control air pollution, traffic, and livability problems; and
- Maintaining the infrastructure in good condition.

The *North Macadam Urban Renewal Plan* is consistent with this goal because it will increase the supply of housing and jobs in the Central City. This will allow those living in the district to also work there reducing their reliance on the automobile. The extension of Central City streetcar and the tram to Marquam Hill will allow residents to use public transit to commute to these nearby employment centers. The completion of the street network in the district and the Willamette River greenway recreational trail will facilitate biking and walking to work in the Central City.

- a) **Policy 6.1, Intergovernmental Coordination**, calls for coordinating transportation facilities and improvements with development activities and with regional transportation and land use plans. The *North Macadam Urban Renewal Plan* supports this policy because its programs will implement transportation provisions of the *Central City and Central City Traffic Management Plans*. These plans were developed to address concurrently both land use and transportation issues. The transportation programs implemented through the *North Macadam Urban Renewal Plan* were developed as part of these earlier plans with the full participation, and in partnership, with Tri-Met, and Metro.
- b) **Policy 6.2, Regional and City Travel Patterns**, calls for traffic to use streets in a manner consistent with the Arterial Streets Classifications of those streets. The *North Macadam Urban Renewal Plan* supports this policy because its programs will implement the Central City Transportation Management Plan. The CCTMP is the arterial streets classification planning document for the Central City, including the North Macadam District and the Downtown. The plan will also implement the North Macadam District Street Plan, which will create adequate vehicular access to, from, and within the area.
- c) **Policy 6.3, No New Regional Trafficways**, calls for accommodation of any future increases in regional traffic through improvements to existing traffic ways. The *North Macadam Urban Renewal Plan* is consistent with this policy because it does not include programs or projects that would support new regional trafficways. The renewal plan also supports this policy because it will foster the development of at least 1,500 to 3,000 new housing units and 8,500 to 10,000 new jobs in the Central City which is at the center of the region's public transportation network.
- d) **Policy 6.4, Coordinate Land Use and Transportation Planning**, calls for coordinating land use planning with transportation planning and requires that the Transportation Element be a guide in land use planning and in the transportation project development process. The *North Macadam Urban Renewal Plan* supports this policy because its projects implement the transportation improvements called for

in the Central City and North Macadam District Street Plans. These transportation improvements were identified as needed to support the land uses envisioned and provided for by these plans. Transportation improvements to be supported by the renewal plan include: completion of the street network, improvements to the north, central and southern transportation portals to the district, extension of the Central City streetcar line through the district and the creation of off-street parking facilities.

- e) **Policy 6.5, Neighborhood Collector and Local Service Street Traffic Management**, calls for managing traffic on neighborhood collectors and local service streets according to the hierarchy established in the Transportation Element, and the land uses they serve. *The North Macadam Urban Renewal Plan* supports this policy because it includes projects that will make improvements to the access to the district and complete the street network set out in the North Macadam District Street Plan.
- f) **Policy 6.6, Urban Form**, calls for supporting a regional form composed of mixed-use centers served by a multimodal transportation system. *The North Macadam Urban Renewal Plan* supports this policy because its projects will support the redevelopment of the North Macadam District as a major part of the Central City. The Central City is the most intense of the region's mixed-use centers. The renewal plan also supports this policy with programs that will enhance alternative transportation modes creating within the district a truly multimodal environment. Improvements are planned for pedestrians, bicyclists, and transit patrons. These improvements include extension of the Central City streetcar, a tram to Marquam Hill, creation of a street network through the area, completion of the Willamette River Greenway recreational trail, and the development of parking for both drivers and bicyclists.
- g) **Policy 6.7, Public Transit**, calls for development of transit as the preferred form of person trips to and from the Central City, regional and town centers, and light rail stations at all times. *The North Macadam Urban Renewal Plan* supports this policy because it includes projects that will enhance transit service to and through the renewal area and the Central City. These

projects include extension of the Central City streetcar through the district and construction of a tram to Marquam Hill.

- h) **Policy 6.8, Regional Rail Corridors**, calls for assigning priority to the funding and development of the regional mass transit system in order to reduce both the need for new regional traffic facilities and reliance on the automobile. The *North Macadam Urban Renewal Plan* supports this policy because the extension of the Central City streetcar to the area will provide a link between the district and light rail stations in the downtown.
- i) **Policy 6.9, Transit-Oriented Development**, calls for increasing residential densities on residentially-zoned lands and encouraging transit-oriented development along major city transit streets and regional transitways, as well as in activity centers, at existing and planned light rail transit stations, and at transit centers, in conformance with the *Comprehensive Plan and Zoning Code*. The *North Macadam Urban Renewal Plan* supports this policy because its programs are aimed at creating transit supportive densities of housing and commercial development on every development site within the renewal area. Transit supportive density is generally 15 dwelling units per acre and above.
- j) **Policy 6.10, Barrier-Free Design**, calls for transportation facilities to be accessible to all people, and requires that all improvements to the transportation system in the public right-of-way comply with the Americans With Disabilities Act of 1990. The *North Macadam Urban Renewal Plan* supports this policy by including projects that will lead to new or transit facilities. New facilities are developed as barrier free.
- k) **Policy 6.11, Pedestrian Transportation**, calls for planning for, and completion of, a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit. The *North Macadam Urban Renewal Plan* supports this policy because its projects will include the completion of the local street network which will create a pedestrian circulation system in the district and allow pedestrian access to transit, employment, shopping and the Willamette River. The plan will aid the completion of the Willamette River greenway recreational trail, which will provide an off road, pedestrian path to

Downtown, the John's Landing area and Willamette Park. Project activities listed in the urban renewal plan that specifically relate to improving the pedestrian environment include:

- "(2) New curbs and gutters, including curb extensions into on-street parking areas;
  - (4) New sidewalks or other pedestrian improvements, including bikeways, pedestrianways, and trails;
  - (6) Tables, benches and other street furniture including signage, kiosks, phone booths, drinking fountains, decorative fountains, street and trail lights, and traffic control devices;
  - (8) Sidewalk awnings, canopies and other weather-sheltering devices for the protection of pedestrians and to augment transit passenger facilities."
- l) **Policy 6.12, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. *The North Macadam Urban Renewal Plan* will support this policy by completing the local street grid and the Willamette River greenway recreational trail.
- m) **Policy 6.13, Transportation Demand Management**, calls for requiring the use of transportation demand management techniques such as carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes to mitigate the impact of development-generated traffic. *The North Macadam Urban Renewal Plan* supports this policy because its programs will foster living opportunities within walking and bicycling distance of the largest concentration of jobs in the region. The renewal plan also includes transit improvement projects that will enhance the mode split in and out of the North Macadam District.
- n) **Policy 6.14, Parking Management**, calls for managing the parking supply to take into account both transportation capacity and parking demand, and implementing measures to

achieve Portland's share of a regional per capita parking space reduction. The *North Macadam Urban Renewal Plan* supports this policy because its projects include parking and transit improvements that will implement the CCTMP.

- o) **Policy 6.15, On-Street Parking Management**, calls for managing the supply, operations and demand for parking and loading in the public right-of-way to encourage economic vitality, traffic safety, and livability of residential neighborhoods. The *North Macadam Urban Renewal Plan* supports this policy because its programs will foster the creation of additional local streets with opportunities for the creation and management of the on-street parking supply.
- p) **Policy 6.16, Off-Street Parking**, calls for the provision of adequate, but not excessive, off-street parking for all land uses. The *North Macadam Urban Renewal Plan* supports this policy because it includes projects to complete the street network, which will increase the supply of off-street parking. The renewal plan also includes programs that will improve transit service to the North Macadam District and downtown, reducing the need for additional parking.
- q) **Policy 6.17, Institutional Parking**, calls for encouraging institutions to regulate parking facilities to first provide short-term parking for users, and secondly, to use demand management to minimize the amount of employee parking required. The *North Macadam Urban Renewal Plan* supports this policy because its programs will support development of a tram to Marquam Hill, which will decrease the need for off-street parking at the medical facilities at that location.
- r) **Policy 6.18, Clean Air and Energy Efficiency**, calls for encouraging the use of all modes of travel that contribute to clean air and energy efficiency. The *North Macadam Urban Renewal Plan* supports this policy because its projects will enhance the level of alternative transit modes available within the renewal area and the attractiveness of using those alternative modes. Modes to be enhanced by the renewal plans programs include walking, bicycling, and several modes of public transit.

- s) **Policy 6.19, Multimodal**, calls for coordination of the planning, development, and interconnection of all modes of passenger transportation. The *North Macadam Urban Renewal Plan* supports this policy because its projects include: support for the extension of the Central City streetcar, establishment of a pedestrian friendly street grid, improvement of access to and from the district, the construction of a tram to Marquam Hill and the creation of connections for bicyclists. The renewal plan also includes projects that will reinforce mass transit connections to the Central City's transportation hub, including the Amtrak rail service.
- t) **Policy 6.20, Northwest Corridor Passenger Rail Service**, calls for expanding Northwest corridor passenger rail service between Eugene, Portland, Seattle, and Vancouver BC. The *North Macadam Urban Renewal Plan* supports this policy because the renewal plan includes projects that will reinforce the Central City as a regional transportation hub, including a hub for Amtrak service.
- u) **Policy 6.21, Freight Intermodal Facilities and Freight Activity Areas**, calls for development and maintenance of a multimodal transportation system for the safe and efficient movement of goods within the city. The *North Macadam Urban Renewal Plan* supports this policy because it will complete the grid of local streets that service the renewal area and improve access to the district at its northern, central and southern portals.
- v) **Policy 6.22, Right-of-Way Opportunities**, calls for preservation of existing and abandoned rail rights-of-way and examination of their potential for future rail freight, passenger service, or recreational trail uses. The *North Macadam Urban Renewal Plan* supports this policy because its projects include the extension of the Central City streetcar through the district and calls for the preservation of the Willamette shore line rail corridor for future streetcar and trolley alignments.
- w) **Policy 6.23, South of Portland River Crossing**, calls for locating a new Willamette River bridge crossing south of the City of Portland to serve suburban travel demand between Clackamas and Washington Counties. This policy is not applicable to the *North Macadam Urban Renewal Plan* because

the renewal area is north of all locations being considered for the south of Portland river crossing.

- x) **Policy 6.24, Market-Based Congestion Management**, calls for advocating a regional, market-based system to price or charge for an auto trip during peak travel hours. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the renewal plan is an implementation program for Portland's *Central City Plan*. The renewal plan offers no opportunities to advocate, at a regional level, for alternative approaches to regional transportation management and funding.
- y) **Policy 6.25, Access Management**, calls for the City to work with the Oregon Department of Transportation (ODOT) to develop access management agreements for state highways within the city. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the renewal plan is an implementation program for Portland's *Central City Plan*. The renewal plan offers no opportunities to work with ODOT on access management issues.
- z) **Policy 6.26, Central City Transportation Management Plan**, calls for including portions of the *Central City Transportation Management Plan* as part of the *Comprehensive Plan*. The *North Macadam Urban Renewal Plan* supports this policy because its projects implement provisions of the CCTMP in the renewal area. Implementing projects include transit enhancements, creation of Central City housing and the creation of additional off-street parking for bicyclists and cars.
- aa) **Policy 6.27, Adequacy of Transportation Facilities**, calls for ensuring that amendments to the *Comprehensive Plan*, or to land use regulations, that change allowed land uses and significantly affect a transportation facility are consistent with the identified function, capacity and level of service of the facility. The *North Macadam Urban Renewal Plan* is consistent with this policy because transportation improvements are planned for more intense development in the district that may be allowed by changes to land use regulations.
- bb) **Policy 6.28, Public Involvement**, calls for carrying out a public involvement process that is consistent with Metro guidelines and provides information about transportation issues

and processes to citizens, especially to those traditionally underserved by transportation services. The *North Macadam Urban Renewal Plan* supports this policy because it implements projects called for in the *Central City Plan*. These projects and plans were considered through extensive public involvement processes. The citizen involvement activities, notices, procedures and hearings that endorsed these plans, with their action agendas, also support the adoption of the *North Macadam Urban Renewal Plan*. Ordinance #160606 and Resolution #34417 adopted findings documenting the citizen involvement program for the *Central City Plan*.

- cc) **Policy 6.29, Transportation Education**, calls for publicizing activities and the availability of resources and facilities to encourage use of alternate modes of travel to the automobile. This policy is not applicable to the *North Macadam Urban Renewal Plan* because the renewal plan is an implementation program for the projects identified and approved as part of the *Central City Plan*.
  - dd) **Policy 6.30, Street Vacations**, calls for allowing street vacations only when there is no existing or future need for the right-of-way, the established city street pattern will not be significantly interrupted, and the functional purpose of nearby streets will be maintained. The *North Macadam Urban Renewal Plan* is consistent with this policy because its projects will aid the completion of a street grid in the district.
- 31. Goal 7, Energy**, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The *North Macadam Urban Renewal Plan* supports this goal because it projects development of significant amounts of jobs and housing within the region's most significant employment center, enhancement of public transit, enhancement of walking and bicycle connections, and the development of high density buildings that minimize heat loss through the use of common walls, floors and ceilings.
- a) **Policy 7.1, The Role of the City**, calls for the City Energy Office to take a lead role in developing new energy-saving programs and assisting other City bureaus with energy programs and policies. This policy is not applicable to the *North*

*Macadam Urban Renewal Plan* because it directs the actions of the City's Energy Office.

- b) **Policy 7.2, Energy Efficiency in City-Owned Facilities**, calls for promotion of cost-effective energy savings in municipally owned buildings and facilities to take advantage of utility, state, and federal technical and financial assistance programs. This policy is not applicable to the *North Macadam Urban Renewal Plan* because it directs the actions of the City's facilities management office in the Bureau of General Services.
- c) **Policy 7.3, Energy Efficiency in Residential Buildings**, calls for encouraging energy efficiency in existing residences, focusing on the most energy-wasteful units, by helping to develop and promote public/private partnerships, utility, local, state, and federal programs. The *North Macadam Urban Renewal Plan* supports this policy because its programs support the creation of high-density, high- and mid-rise development. Such residential projects minimize costs for space heating and related energy consumption, through the use of shared or common walls/ceilings and floors.
- d) **Policy 7.4, Energy Efficiency Through Land Use Regulations**, calls for promoting residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources. The *North Macadam Urban Renewal Plan* supports this policy because its program will help create a new neighborhood, whose residents live in energy efficient buildings. The plan fosters the addition of new employment opportunities in the heart of the region's most significant job center. The renewal plan also supports this policy's implementation through projects that will significantly add to the renewal area's transit service.
- e) **Policy 7.5, Energy Efficiency in Commercial and Industrial Facilities**, calls for encouraging energy efficiency in existing commercial buildings and institutions by facilitating utility, local, state, and federal financial and technical assistance. The *North Macadam Urban Renewal Plan* is consistent with this policy because it may include projects that will encourage the rehabilitation of some older commercial buildings.

- f) **Policy 7.6, Energy Efficient Transportation**, calls for providing opportunities for non-auto transportation and for reducing gasoline and diesel use by increasing fuel efficiency. The *North Macadam Urban Renewal Plan* supports this policy because its projects include enhancement of public transit. Enhancements include extension of the Central City streetcar through the district, the construction of a tram to Marquam Hill, and improved mass transit service to the district.
- g) **Policy 7.7, Telecommunications as an Energy Efficiency Strategy**, calls for researching and supporting telecommunication opportunities that will reduce the need for travel. This policy is not applicable to the *North Macadam Urban Renewal Plan* because it directs the actions of the City's Energy Office.
- h) **Policy 7.8, Energy Supply**, calls for promoting conservation as the first choice energy resource and supporting environmentally acceptable, sustainable energy sources. This policy is not applicable to the *North Macadam Urban Renewal Plan* because it directs the actions of the City's Energy Office.
- i) **Policy 7.9, Waste Reduction and Recycling**, calls for promoting energy-saving activities such as reduced use of excess materials, recovery of materials from the waste stream for direct reuse and manufacture into new products, recycling, and purchase of products made from recycled materials. This policy is not applicable to the *North Macadam Urban Renewal Plan* because it directs the actions of the City's Energy Office.

**32. Goal 8, Environment**, calls for maintenance and improvement of the quality of Portland's air, water, and land resources, as well as protection of neighborhoods and business centers from noise pollution. The *North Macadam Urban Renewal Plan* is consistent with this goal because the renewal plan includes projects that will improve the quality of stormwater that enters the Willamette River; ensures the efficient use of land, and reduces auto generated air pollution by creating housing and employment opportunities in the Central City. The plan will also enhance transit service and transit facilities.

- a) **Policy 8.1, Interagency Cooperation - Air Quality**, calls for continued cooperation with the public agencies concerned with

the improvement of air quality, and implementation of state and regional plans and programs to attain overall state and federal air quality standards. This policy is not applicable to the *North Macadam Urban Renewal Plan* because it directs the actions of the City in relating with state and federal agencies implementing air quality programs.

- b) **Policy 8.2, Central City Transportation Management Plan,** calls for the *Central City Transportation Management Plan* to be the guide for future City efforts to maintain air quality standards while allowing for expanded employment and housing opportunities throughout the Central City. The *North Macadam Urban Renewal Plan* supports this policy through its programs which implement the CCTMP's actions related to enhancement of alternative modes and parking. *Central City Plan* findings also support this policy.
- c) **Policy 8.3, Air Quality Maintenance Strategies,** calls for implementation of the action elements of the Central City Transportation Management Plan and ozone maintenance plan to provide for long-term maintenance of air quality standards. The *North Macadam Urban Renewal Plan* supports this policy because its projects will implement CCTMP actions. These actions include improving connectivity, creating opportunities to both live and work in the Central City, and the creation of additional parking facilities for autos and bicycles.
- d) **Policy 8.4, Ride Sharing, Bicycling, Walking, and Transit,** calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. This policy is not applicable to the *North Macadam Urban Renewal Plan* because it directs the actions of the City in relating with regional and state agencies addressing regional transportation issues and promoting alternative modes of travel.
- e) **Policy 8.5, Interagency Cooperation - Water Quality,** calls for continuing cooperation with federal, state and regional agencies involved with the management and quality of Portland's water resources. This policy is not applicable to the *North Macadam Urban Renewal Plan* because it directs the actions of the City in relating with federal, state and regional agencies addressing managing water resources.