

INTERSTATE CORRIDOR

Urban Renewal Area

INTERSTATE CORRIDOR URBAN RENEWAL PLAN

ADOPTED AUGUST 2000

AMENDED AND RESTATED 2021



**PROSPER
PORTLAND**

Building an Equitable Economy

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I. INTRODUCTION

The Interstate Corridor Urban Renewal Area (“ICURA” or the “Area”) includes a diverse collection of historic communities in north and northeast Portland. It comprises a variety of older residential neighborhoods, interconnected by commercial corridors, with large scale industrial centers lying on its western and northern edges. It also incorporates parts of such regional features as the I-5 freeway, the Willamette River, and the Columbia Slough. The boundaries of the Area are further described in the attached Exhibit A.

Original Plan Introduction (2000)

The Interstate Corridor faces remarkable challenges and opportunities in the years ahead. A new light rail line is proposed along Interstate Avenue, providing a better link to the rest of the region, with the promise of enhanced connections to regional employment centers. Many neighborhoods are undergoing change, with new families moving in to renovate older homes. Major new public and private investments are anticipated on and near Swan Island, the nearby Rose Quarter, and the Expo Center. The City is also undertaking substantial investments to enhance water quality in the area, and to restore fish and wildlife habitat along the Willamette River and Columbia Slough. All of these public and private investments represent a serious opportunity to leverage partnerships for the benefit of the community.

Notwithstanding these changes and opportunities, this area still lags behind the rest of the City and the region in terms of key economic and social measures (income and poverty levels, improvement to land value ratios, building age, etc.). These measures speak to a deteriorating stock of housing and commercial districts, and a number of brownfield challenges. This urban renewal plan sets forth a comprehensive program to assist in addressing these ills, and to capitalize on the opportunities which lay before the community.

The changes occurring in north and northeast Portland, and the potential benefits of urban renewal, promise reinvestment in the area. At the same time, these investments represent a source of serious concern to many, particularly lower income families, individuals, and small businesses which are potentially threatened by the revitalization of the Corridor.

People are the backbone of this community – those who live, work, learn, play, and worship in the neighborhoods within the Corridor. To a large extent, the future success of urban renewal efforts within the Interstate Corridor must be measured in terms of how they benefit the people in this community. This is especially important given the past experience of many in the Corridor. Past large scale public projects have been harmful to many, particularly members of the African-American community, entailing the involuntary displacement of residents and businesses for projects such as Memorial Coliseum, the I-5 freeway, and Emanuel Hospital. The negative legacy of urban renewal, and of these other large scale public projects in this community, still lingers.

“People were displaced—life investments and achievements were disrupted with no chance to rebuild. All people who were affected by condemnation had a difficult time re-establishing their lives. African Americans had an especially hard time achieving their goals—they faced discrimination, red-lining, and the perception that they were considered a bad risk for the programs that were supposedly designed to assist them.”--Pauline Bradford

“There has been a lot of displacement, a lot of promises that were not kept, a lot of things that were promised, following on the heels of programs that never happened.”--Cathy Galbraith

The displacement of families, residents, and businesses was only one negative aspect of this area’s history. The construction of the I-5 freeway resulted in large scale disinvestment, particularly along the area’s once vibrant commercial corridors (such as Mississippi, Vancouver/Williams, and Interstate itself). The Albina Community Plan, adopted by the City in 1993, set the stage for reinvestment and revitalization of the area; urban renewal is an important funding tool to fully achieve the City’s and the community’s vision for restored economic vitality. The Albina Community Plan identifies Interstate Avenue as an appropriate alignment for a new light rail line, which holds the promise of spurring significant new development at and near station areas.

Building on an extensive community involvement process, this urban renewal Plan reflects lessons learned from the past, while looking towards the future. Mindful of these lessons, urban renewal can be a pivotal tool in unlocking a good future for the people of north and northeast Portland. The many neighborhoods in the urban renewal area are poised to emerge as more vital and livable communities, with increased job opportunities, stronger small businesses, and a major new transit investment. Urban renewal can play a critical role in this process. It is the responsibility of all of us, the community, the Advisory Committee which will continue to play an essential role for the life of the urban renewal area, the City Council, and the Portland Development Commission, to make sure that urban renewal delivers on its promises.

“You can only succeed if the community around you supports you.”--Pauline Bradford

“This process has been of critical importance to the community. Those who often feel disenfranchised have been able to have their voices heard. This is important and necessary. Those who have been left out before have been included this time. The process has been basically democratic. I expect to continue to have the ability to influence this process in the future.”--Harold Williams

“Urban renewal should serve and protect existing residents and businesses in the area. It can be a way of providing access to investment coming into the area, by connecting residents to jobs, economic development and entrepreneurial activities. Increasing access to home ownership opportunities near these economic activities will allow more people to realize the benefits of urban renewal. The challenge with urban renewal will be to connect the new investment to the residents and businesses most in need.”--Lenny Anderson

“The best future for a community is the one it plans for itself...it honors and learns from the community’s past; while turning its strengths.”—Sheila Holden

“Interstate light rail only makes sense in North Portland when supported by urban renewal. This urban renewal plan gives neighborhoods a voice in redevelopment along the light rail line and, with proper levels of urban renewal investment, we can fulfill light rail’s possibilities, while mitigating potential negative impacts. It completes the package linking transportation, housing, and jobs.”—Paul Mortimer

Amended and Restated Interstate Corridor Urban Renewal Plan 2011

As a result of prior urban renewal plan reviews and updates throughout the City of Portland (the “City”), community members from north and northeast Portland requested a process for review of ICURA and the Oregon Convention Center Urban Renewal Area (“OCCURA”). On December 10, 2008, the Portland Development Commission’s Board of Commissioners (the “Board”) directed Portland Development Commission (“PDC” or the “Commission”) staff to proceed with the North/Northeast Economic Development Initiative (“N/NE EDI”) to put this request into action. From 2009 to 2011, the Commission conducted the N/NE EDI in partnership with the community to ensure that the Commission’s investments enhance livability and economic opportunity within ICURA and OCCURA, greater north and northeast Portland and the city at-large. This Interstate Corridor Urban Renewal Plan (this “Plan”) is amended and restated to reflect the results of the N/NE EDI.

Amended and Restated Interstate Corridor Urban Renewal Plan 2021

This Amended and Restated Interstate Corridor Urban Renewal Plan 2021 makes changes to the Plan, which changes are identified in this Amended and Restated Plan, or referred to for convenience, as the “13th Amendment.” This Amended and Restated Interstate Corridor Urban Renewal Plan 2021 amends and restates the Plan in its entirety, incorporating and subsuming all prior versions of the Plan, which prior versions are of no further force and effect to the extent absent from this 2021 Amended and Restated Plan. The 13th Amendment increases the maximum indebtedness (“MI”) by \$67,000,000 to a new MI of \$402,000,000. Seventy percent of these funds are allocated to affordable housing to be implemented through the Portland Housing Bureau and the remaining thirty percent will be invested in administration, programs and projects that implement goals and objectives of the North/Northeast Community Development Initiative Action Plan, including the Williams & Russell project

II. PUBLIC INVOLVEMENT

The process leading to creation of ICURA has been built around an extensive and broad-based public involvement effort. From the earliest stage of planning efforts for the Area, the Commission has committed itself to engaging the community in a meaningful manner in all decisions affecting ICURA. The Commission has solicited, received and considered the input of residents, property owners, business owners, neighborhood associations, business district associations, community based organizations, ethnic and minority groups, other interested parties and the general public in the development of this Plan. The Commission will affirmatively seek continuing public involvement in its implementation. Exhibit C describes the Commission’s outreach efforts in more detail.

The foremost expression of the Commission’s commitment to engage the community in the Area is the Interstate Corridor Urban Renewal Area Advisory Committee (the “Advisory Committee”). The composition of the Advisory Committee may evolve over the life of ICURA, but it will continue to offer advice to the Commission on financial decisions affecting the Area, setting priorities for expenditures through the Commission’s annual budget processes.

The Commission is committed to continue to pursue an aggressive public participation strategy over the life of this Plan. This is in accordance with Goal #1 of the Plan, calling for a “thorough, ongoing, and inclusive community involvement process.”

With the initiation of the N/NE EDI, PDC staff laid the groundwork for the study with technical assistance agreements with each of the four Minority Chambers of Commerce, the National Association of Minority Contractors, and the Metropolitan Contractors Improvement Partnership. Consultants contacted more than 500 community residents, performed cultural and community-specific outreach, which resulted in a series of interviews and reports. In addition, over 40 stakeholder interviews were conducted to begin the formal process to amend the two urban renewal areas.

The outcome of this community process was the formation of the North/Northeast Economic Development Initiative Community Advisory Committee (the “N/NE CAC”). In August of 2009, the Commission convened the N/NE CAC to review ICURA and OCCURA and make recommendations regarding updates to these urban renewal areas. Twelve meetings were held from August of 2009 to May 2010 by the N/NE CAC, a committee with a diverse membership representing members of the Advisory Committee and the Oregon Convention Center Urban Renewal Advisory Committee, citizens, community groups, business groups, other governments and schools in North/Northeast Portland. All meetings were held at a public venue and were widely attended. In addition to these meetings, there was extensive community outreach which included: presentations to community groups, Advisory Committee meetings, Board briefings, neighborhood association briefings, a web page and Facebook page, the use of Twitter, direct mailings to residents and property owners in the then proposed expansion areas, E-blasts, media releases and advertisements, broadcasting of N/NE CAC meetings on public access television as well as available in video format on the PDC web page, meetings with the local Chambers of Commerce, over 500 stakeholder interviews, and the additional input of the Rose Quarter Stakeholder Advisory Committee.

This Plan implements the recommendations that were summarized in the N/NE CAC Report dated July 2010 as a result of this extensive community process.

13th Amendment

The North/Northeast Community Development Initiative began in January 2016 with the goal of determining how to spend the remaining uncommitted Interstate Corridor Plan tax increment finance (“TIF”) resources. Prosper Portland convened a Project Advisory Committee composed of members of the Neighborhood Economic Development Leadership Group and other community representatives to guide the development of an action plan for the remaining funds.

In January 2017, the Portland City Council adopted the North/Northeast (“N/NE”) Community Development Initiative (“CDI”) Action Plan. This plan reflects the input of the Project Advisory Committee as well as the feedback from:

- Thirty-five stakeholders who participated in group or one-on-one interviews
- Community members who attended Project Advisory Committee meetings
- The North/Northeast Neighborhood Housing Strategy Oversight Committee
- More than 200 community members who participated in community forums held on October 8 and October 20, 2016.

The goal of the N/NE CDI Action Plan is to use the remaining TIF resources to foster economic prosperity among communities and individuals who have not fully participated in or benefited from economic opportunities in the Interstate Corridor URA.

Prosper Portland recognizes that the Black community and other communities of color have experienced significantly restricted access to employment and wealth creation opportunities

within the Interstate Corridor URA – even while other communities and businesses have seen significant gains. This disparity has hindered economic opportunities and reduced community capacity to support cultural and community assets.

The Plan and the remaining investments are therefore specifically designed to ensure that the remaining Interstate Corridor Plan economic development resources are directed toward long-term and former members of the community who have not benefited from the impact of public and private investments to date.

In 2017 the N/NE CDI Oversight Committee formed the ICURA Expansion Subcommittee to review potential changes to the Interstate Corridor Plan to include the property at N. Williams and N. Russell streets. A Williams & Russell Project Working Group was formed to provide community outreach and communication about the Williams and Russell project. In meeting minutes from the February 12, 2020 N/NE Oversight Committee, it was stated that the Williams and Russell PWG had collected over 600 responses from community surveys regarding feedback on the site.

A N/NE CDI Oversight Committee work session was held on December 19, 2019 to review information on the potential changes to the Interstate Corridor Plan. The N/NE CDI Oversight Committee was briefed on the MI increase and addition of the N Williams and Russell site to the Interstate Corridor Plan on Feb 12, 2020. A vote was taken on two recommendations: to increase the maximum indebtedness and to amend the Interstate Corridor Area to include the Williams and Russell site. The two recommendations passed with majority votes.

The result of this work was to add the 1.7 acre property at N Williams and Russell to the Interstate Corridor Plan boundary. This was completed by Resolution No. 7361 on March 11, 2020.

The 13th Amendment is the implementation of the recommendation to increase the maximum indebtedness of the Interstate Corridor Plan.

III. GOALS AND OBJECTIVES

The goals and objectives of this Plan reflect considerable community involvement, including Advisory Committee deliberations, and many broad outreach efforts further described in Exhibit C. The goals also borrow considerably from the Albina Community Plan, adopted by Portland City Council (“Council”) in 1993.

The goals and objectives are divided into two categories presented below. First are the “General Principles”, including broad language that will apply to all decisions affecting the Area. Following the general principles are more specific principles organized around seven topic areas – economic development/jobs, housing, transportation, revitalization, urban design/urban form/historic preservation, parks and open space, and community facilities/public buildings/infrastructure.

General Principles

- 1. Outreach.** The planning and implementation of ICURA will be founded on a thorough, ongoing, and inclusive community involvement process. This process will build capacity within the community by providing specific, consistent, and culturally appropriate opportunities for all community residents, businesses, and organizations to access and impact urban renewal decision-making, and by providing educational resources necessary to an informed decision. Information will be accessible to the community. Communications will be in an accessible format where needed.

2. **Benefit the Existing Community/Equity.** This Plan will primarily benefit *existing* residents and businesses within the Area through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of life within the Area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low income people, the disabled).
3. **Coordination.** To optimize the effectiveness of urban renewal investments, the Commission will coordinate and integrate urban renewal efforts with TRI-MET, Oregon Department of Transportation, and other public agencies, as well as the efforts of the private and nonprofit sectors.
4. **Stability/Sustainability.** Urban renewal efforts will strive to stabilize and revitalize the Area, building on the diverse cultural and historic and natural resource assets of the Area. These efforts will strive for sustainability, as measured in the responsible use, protection and enhancement of limited resources, improvement of environmental quality, and commitment to the improvement in the lives of those who live, work, and play in the Area.
5. **Albina Community Plan.** The Albina Community Plan and its associated neighborhood plans, adopted by Council in 1993, will serve as the cornerstone for this Plan. Specifically, the Albina Community Plan will be the framework plan for the Area, recognizing that the specific urban renewal implementation measures will be sufficiently flexible to evolve in response to new challenges and opportunities as they arise.
6. **St. Johns/Lombard Plan.** The St. Johns/Lombard Plan is designed to set the framework for creating a more complete and vibrant St. Johns town center and North Lombard main street area over the next 20 years. The St. Johns/Lombard Plan focuses on land use and transportation issues, and was initiated in the fall of 2001 as a cooperative effort supported by the community and the City. The St Johns/Lombard Plan was adopted by Council in 2004.
7. **Other Plans.** Additional neighborhood and development plans overlap with the Area including the Bridgeton Neighborhood Plan, the Portsmouth Neighborhood Plan, and the North Interstate Plan. The Bridgeton Neighborhood Plan was adopted by Council in 1997; the Portsmouth Neighborhood Plan was adopted Council in 2002; and the North Interstate Corridor Plan was adopted by Council in 2008.
8. **Optimize Light Rail Investment.** Recognizing this as a unique opportunity to link urban renewal to a major new transit facility, this Plan will serve to optimize the public investment in the Interstate light rail line by ensuring that the entire Area benefits from this investment, in particular through the creation of catalyst projects near light rail stations and other key locations.

9. **Focus Investment Along Interstate.** Areas immediately abutting the light rail line will bear the highest degree of impacts and opportunities associated with the light rail line, and therefore these areas will be an important focus of urban renewal investment.
10. **Distribution of Resources.** It is essential that there be a fair distribution of urban renewal resources throughout the entire Area, so that all areas benefit from this Plan.
11. **Return on Investment.** Consideration should be given to focusing tax increment dollars, especially in the early years of the urban renewal area, on projects which are likely to attract significant private investment, which in turn will generate more immediate tax increment dollars using a return on investment (“ROI”) analysis. It is recognized, however, that some programs and projects may not provide a strong ROI but are nonetheless supportive of other goals and objectives of this Plan and, therefore, merit early funding.
12. **Strategic Use of Resources.** Tax increment dollars should be used strategically; other sources (private investment, other agency funds, etc.) should be utilized when possible. To achieve the efficient use of tax increment funds, they should serve to leverage other investments whenever possible.
13. **Condemnation.** There will be no condemnation as part of the Area until, and if, the Advisory Committee decides that it wants to amend this Plan to include condemnation. There will be no condemnation by the Commission in the Eliot neighborhood for the life of the Plan.
14. **Other Funding Sources.** The availability of urban renewal funding should not cause other City programs or agencies to allocate resources which would otherwise be earmarked for north/northeast Portland to other parts of the City. Where appropriate, City programs or agencies should consider shifting resources away from capital projects eligible for urban renewal funds, towards other north/northeast Portland community needs which are ineligible for urban renewal funding.

Principles by Topic Area

ECONOMIC DEVELOPMENT/JOBS

1. **Economic Principles Overview.** The overall purpose of the economic development principles and of the related project and program activities identified in Section VII of this Plan is to strengthen existing businesses and to assist north/northeast residents in jobs. Implementation will occur as part of a comprehensive planning effort, coordinated among the many agencies and employers.
2. **Wealth Creation.** Foster entrepreneurship and wealth creation within the community.

3. **Displacement.** Retain and support existing businesses by seeking to insure that they benefit from this Plan and its related activities (including light rail). Strive to minimize the involuntary displacement of existing businesses in the Area, regardless of size, through an assessment of the needs of businesses at risk of displacement. This assessment will identify existing programs and develop new programs and strategies (such as small business loans, storefront grants, business assistance, etc.) intended to retain and support these businesses.
4. **Business Expansion.** Support expansion of existing businesses that offer family-wage employment opportunities within the community.
5. **Brownfields.** Encourage the productive redevelopment of brownfield sites. Identify and analyze the sites, through a thorough public process, with input from property owners, affected residents, and others. Strive to utilize Area residents and contractors in all phases of the effort, including assessment, remediation, redevelopment, and end uses. Also, consider supporting the creation of a community development corporation(s) to perform some or all of these tasks.
6. **Training Facilities.** Support the creation of job training facilities, resource facilities, and other workforce development facilities that serve to expand employment opportunities within the community through community-based organizations and employment and training partnerships with area schools, employers, and local businesses. Urban renewal expenditures should serve to leverage other expenditures (training, equipment, etc.) which are not eligible for urban renewal funding. Support expansion of programs to create market-driven job training components, resource components, and other workforce development components that serve to expand employment opportunities. Develop a network of training partnership agencies which includes Area schools and employers to ensure effective service delivery for residents.
7. **Family-Wage Jobs.** Prioritize maintaining and attracting family-wage jobs in the Area. Family wage refers to incomes that can sustain a family, including a full range of benefits (medical, etc.).
8. **Existing Residents.** Provide opportunities for current Area residents to obtain new jobs and create wealth before, during, and after construction of the light rail line, in part by striving to utilize Area residents and businesses on all project phases and new developments within ICURA.
9. **Positive Business Environment.** Recognizing that each area of ICURA serves a different purpose and that all areas help enrich the fabric of the entire community, create an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. Ensure compatibility between commercial, industrial, and residential areas for their mutual benefit. Improve the community's economic capacity to support business.

10. **Job Access.** Optimize access of Area residents to employment opportunities both inside and outside of ICURA.
11. **Child Care.** Support efforts to improve access to stable, quality child care through the development of child care networks, provider training, facilities improvements, transportation needs, and provider business development. Employers benefiting from urban renewal will be encouraged to describe how they will assist workers with child care prior to receiving urban renewal support.
12. **Economic Development Strategy.** Work toward accomplishing the goals of the City of Portland's North/Northeast Community Development Initiative Action Plan to create thriving commercial areas, successful neighborhood businesses, and equitable access to quality jobs throughout the Area. Strive to position neighborhoods, local businesses and their residents to connect to and compete in the regional economy.

HOUSING

1. **Displacement.** Develop and implement programs that address potential displacement of current residents (renters *and* homeowners), including non-citizens, so that they may remain in their homes and neighborhoods.
2. **Home Ownership.** Increase equity-building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program.
3. **Compatible Infill.** Assure that infill housing is compatible with established neighborhoods in terms of scale, density, design, and range of affordability, through design standards and design review. Encourage rigorous community outreach to residents of affected areas prior to making any zone changes that might result in significantly increased density, particularly in the portions of neighborhoods between I-5 and N. Interstate Avenue.
4. **Seniors/Single Parents/Disabled.** Facilitate the retention/creation of affordable housing opportunities for seniors, single-parent households, the low income and working poor and those with disabilities. Where appropriate, incorporate accessibility design principles.
5. **Housing Balance.** Provide a mix of housing opportunities consistent with the range of choices that existed within the Area in the Year 2000. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood.
6. **Preservation.** Preserve and rehabilitate the existing housing stock and maintain its affordability through the use of different financing tools and technical assistance

7. **Housing For Workers.** Provide ample housing opportunities for people who work in the Area (current and future employees).
8. **Design Review.** Encourage developers to seek neighborhood/community feedback on the design of new residential projects; require this feedback in the case of urban renewal-funded projects.
9. **Support Services.** Support efforts to assure that necessary services are available to support current and new residents: schools, transit, grocery and other retail, social services, childcare (especially for high density housing), parks and open space, etc.
10. **Income Diversity.** Assure that an adequate supply of housing is available to people of all income levels throughout the district.
11. **Transit Supportive Housing.** Support mixed-use, mixed -income housing projects along major transit corridors including N. Interstate Avenue.
12. **Housing Strategy.** Prepare and implement a comprehensive Interstate Corridor Housing Strategy to guide future funding decisions within the Area in accordance with the principles enumerated herein. Such strategy will assess the housing needs and availability for populations at risk of displacement, as well as identify existing programs and develop new programs to address the issue of residential gentrification and involuntary displacement, affordability, increased ownership opportunities, etc. The development and ongoing monitoring of this strategy will involve extensive involvement of residents of all types – renters, owners, long-term and more recent residents, upper income, middle income, lower income, etc.

TRANSPORTATION

1. **Optimize Light Rail Investment.** Optimize the benefits of light rail by coordinating other program investments to realize potential commercial and residential investment resulting in economic vitality and revitalization of the Area, and by enhancing access to transit for residents and workers.
2. **Target Investments.** Target transportation/infrastructure investments to fulfill jobs, housing, and revitalization objectives of the Area. Give priority to transportation improvements that will enhance access to key employment areas.
3. **Coordination with Other Goals.** Coordinate and integrate transportation investments with other goals and objectives of this Plan (e.g. parking to serve economic development objectives, housing, access to jobs, neighborhood services such as childcare, etc.).
4. **Access.** Assure that Area residents and workers have access to a variety of transportation options to provide connections to jobs, services, community facilities, etc. This is especially critical with regard to east-west connections to light rail stations.

5. **Pedestrian Environment.** Create a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit.
6. **Traffic Impacts.** Mitigate negative impacts on Area streets resulting from traffic displaced from Interstate Avenue due to light rail, as well as other traffic impacts in the general area. Invest in infrastructure and signaling technology to coordinate traffic flow with light rail, increase arterial effectiveness, and support economic development, job creation, and neighborhood livability.
7. **Transportation Modes.** Encourage alternatives to auto travel by improving facilities for pedestrians, bicyclists, buses, and light rail, while still accommodating auto travel in the Area.
8. **Truck Access.** Maintain good truck access to businesses within the Area, but discourage truck movement which is only passing through the Area. Also discourage truck movement on residential streets.
9. **Transportation Strategy.** Prepare a transportation strategy to guide funding decisions in accordance with the goals and objectives of this Plan, and to coordinate these decisions with the housing, economic development, and revitalization strategies of this Plan.

REVITALIZATION

1. **Focus Redevelopment.** Focus major redevelopment around light rail station areas and other key nodes within the Area, such as intersections of main arterials, to optimize the leverage of public investment and to recognize that redevelopment is critical to the success of light rail.
2. **Main Streets.** Foster the development of mixed-use, medium- and high-density projects at appropriate locations, e.g. at transit stations and along main street corridors as identified in the Metro 2040 Plan. These projects would typically consist of one or more floors of residences over ground floor commercial/retail.
3. **Location of High Density.** Locate high-density housing in appropriately zoned areas along major transit corridors, in a manner that is compatible with adjoining neighborhoods.
4. **Mixed Uses.** Provide for a mix of uses (housing and commercial) along main street corridors, especially N. Interstate Avenue, with related support services such as day care.
5. **Mix Of Scales.** Public-sponsored redevelopment projects should be divided into small and medium scale components, where feasible, to increase opportunities for local, smaller scale developers and contractors, especially Minority/Women/Emerging Small Business contractors (“M/W/ESBs”)

6. **Revitalization Strategy.** Prepare and implement strategies for the revitalization of key areas within the Area, including light rail station areas, and primary corridors and nodes. These strategies will examine appropriate uses and urban design considerations for redevelopment parcels, and identify public infrastructure and financial assistance necessary to result in redevelopment. The strategies will incorporate the input of affected property owners and neighborhood associations.
7. **Town Centers.** Foster the development of mixed-use projects at appropriate town center locations, as identified in the Metro 2040 Plan. Town centers provide localized services to people within a two- to three-mile radius. One- to three-story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.

URBAN FORM/ URBAN DESIGN/HISTORIC PRESERVATION

1. **Target Street Improvements.** Target streetscape improvements to complement light rail use and to leverage appropriate private investment.
2. **Development Quality.** Promote high quality development that recognizes and builds on the existing architectural character and assets of the Area and that uses high-quality, long-lasting materials that complement existing adjacent buildings.
3. **Historic Preservation.** Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the Area's social and cultural history.
4. **Design Review.** On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the Area.
5. **Heritage.** Recognize, honor, and preserve buildings, sites, and other features associated with the diverse cultural and social heritage of the Area, particularly that of the African-American community.
6. **Art & Parks.** Encourage development near light rail to incorporate public art and pocket parks. Where possible and appropriate, join TRI-MET in investing in public art and greenspaces and encourage private investment as well. Public art should reflect the history of the Area and should utilize local artists.
7. **Sustainable Development.** Promote and encourage resource and energy efficient design in accordance with PDC's Green Building Policy and standards.

PARKS & OPEN SPACE

1. **Existing Assets.** Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the Area.

2. **Linkages.** Enhance, extend, and create pedestrian and bicycle linkages between Area residents, jobs, and light rail, and parks and open spaces, including places such as the Columbia Slough, North Portland Harbor, and the Willamette River at Swan Island
3. **New Development.** Incorporate suitable, high quality parks and open spaces within or near large-scale new development.
4. **Community Needs.** Meet the recreational and open space needs of the community.
5. **Preserve and Enhance Natural Areas.** Preserve and enhance natural areas, such as the Columbia Slough, Bridgeton Slough and the Willamette riverbanks and greenway.
6. **Pocket Parks.** Acquire vacant/abandoned sites for pocket parks, especially in areas that are under-served in terms of open space.

COMMUNITY FACILITIES/PUBLIC BUILDINGS/INFRASTRUCTURE

1. **Existing and Future Facilities.** Maintain, enhance and connect existing and future community services and facilities to meet the needs of current and future residents.
2. **Location Coordination.** Coordinate the location and operation of community facilities with transportation and housing investments.
3. **Intergenerational.** Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc.
4. **Accessibility.** Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities.
5. **Multiple Benefits.** Design and operate current and future infrastructure to balance and integrate social, economic, and natural resource benefits.

IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

This Plan will play a critical role in achieving the goals, policies, and objectives of the Portland Comprehensive Plan, the Albina Community Plan, the St. Johns/Lombard Plan, and other applicable neighborhood plans.

See Exhibit “D” for the Comprehensive Plan Findings.

V. URBAN RENEWAL AREA

Description

ICURA is located entirely within the City and Multnomah County in the state of Oregon. While the Area takes its name from N. Interstate Avenue (the historic highway linking Portland to the state of Washington), the Area in fact includes an expansive territory which is much greater than N. Interstate Avenue and the properties immediately abutting it. The approximately 3990 acre Area occupies portions of 17 neighborhoods within inner North/Northeast Portland, running from near the Rose Quarter to North Portland Harbor, east to Alberta and 31st Streets and west to include the St. Johns business district. The following is a brief description of the neighborhoods through which the Area runs:

Eliot: Eliot is the southernmost of the neighborhoods which comprise the Area. It includes much of the Lower Albina Industrial District (occupying the area between the I-5 freeway and the Willamette River), an older industrial sanctuary bisected by the main line of the Union Pacific Railroad. N. Russell Street between N. Interstate Avenue and I-5 has emerged as an exciting mixed-use area in recent years, with several commercial activities mixed in among older industrial uses. East of the freeway, the portions of the Eliot neighborhood within the Area consist primarily of the southern stretch of the Vancouver/Williams corridor (a north-south corridor featuring a mix of commercial, residential, and light manufacturing uses, along with several vacant sites), and the Russell Street corridor almost to NE Martin Luther King, Jr. Blvd. Small portions of the Eliot Conservation District, and all of the Russell Conservation District, fall within ICURA's boundaries. The Area also includes commercial properties along NE Martin Luther King Jr. Boulevard and surrounding I-5. The 12th Amendment adopted in March 2020 added the North Williams and Russell site to the ICURA Plan boundary.

Boise: All of the Boise neighborhood falls within the boundaries of the Area. Special highlights of this older neighborhood include the Mississippi corridor, a main street lined with vintage, streetcar-era commercial buildings; the Vancouver/ Williams corridor (which includes several vacant and under-utilized sites); some industrial properties at the southwest edge of the neighborhood (near the I-5/Fremont Bridge interchange); and numerous residential streets lined with older homes. The Mississippi corridor is designated as a Conservation District. A small portion of NE Martin Luther King Jr. Boulevard is also in the Boise neighborhood.

Humboldt: Almost all of Humboldt falls within the boundaries of the Area. The Humboldt neighborhood includes the northern stretches of the Mississippi and Vancouver/Williams corridors, and a collection of tree-lined residential streets. It features some of the major institutional uses which serve the greater area, including the Cascade Campus of Portland Community College and Jefferson High School. It also includes a long stretch of N. Killingsworth Street, which is a major east-west arterial that already functions as a main street corridor, but which has the potential to serve as an important linkage between neighborhoods east of the freeway and the light rail line along N. Interstate Avenue. There are several brownfields sites along N. Albina Avenue.

Piedmont: Piedmont, like many areas within ICURA, features a number of historic single-family residential areas. It also includes several major streets which are lined with properties designated for multi-family residential use, with commercial nodes at the intersections of those streets. Commercially zoned properties along NE Martin Luther King Jr. Boulevard are also located in this neighborhood. Special features of Piedmont include historic Peninsula Park (containing Portland's original rose garden), the Rosemont property (completed in 2004), and Farragut Park. A small portion of the Columbia corridor industrial sanctuary lies along the northern edge of Piedmont, with several industrially-zoned brownfield sites. Portions of the Piedmont Conservation District fall within the boundaries of the Area.

King: A portion of the King neighborhood falls within the Area, including a stretch of single-family residential streets lying between the Boise and Humboldt neighborhoods on the west, and the commercially zoned properties along NE Martin Luther King, Jr. Blvd. Also included is most of NE Alberta Street, an important neighborhood commercial corridor.

Overlook: Several portions of the Overlook neighborhood fall within the Area. These include properties directly abutting N. Interstate Avenue for its entire length within the neighborhood boundary (Fremont Bridge to Ainsworth Street); the area between N. Interstate Avenue and the I-5 freeway (typically developed with older homes, although the area is designated for much higher density mixed use development); the Killingsworth/Greeley corridor (which is zoned for mixed uses, but which currently features a mix of single family homes, commercial, and multi-family uses), and the southeast portion of Swan Island including several major industrial and corporate sites. The North American headquarters of Adidas is located on N. Greeley Avenue in the old Bess Kaiser facility. Properties along N. Interstate Avenue are developed with a variety of commercial uses (motels, restaurants, etc.) reflecting its past role as the primary interstate link between Portland and the state of Washington. Also included within the Overlook neighborhood is N. Going Street, which links Swan Island to N. Interstate Avenue. The Interstate Fire House Cultural Center and adjoining Patton Park is one of the special features of the neighborhood, as are the Polish Library, St. Stanislaus Church, and the Kaiser campus.

Arbor Lodge: A relatively small portion of the Arbor Lodge neighborhood falls within the Area, including N. Interstate Avenue, the area between N. Interstate Avenue and the freeway, properties along N. Rosa Parks Way as far west as N. Greeley, and N. Lombard Street. The south side of N. Lombard Street, a major commercial corridor, provides goods and services to the Arbor Lodge neighborhood. As with the Overlook neighborhood, properties along N. Interstate Avenue feature a variety of commercial uses interspersed with single family homes and small plexes, and the area between N. Interstate Avenue and the freeway is devoted primarily to single family homes. Arbor Lodge Park and Ockley Green Middle School are also located within the Arbor Lodge neighborhood.

Kenton: Much of the Kenton neighborhood falls within the Area. Kenton was originally built in the early years of the 20th century as a "company town" for Swift Meat Company, and Kenton still bears much evidence of its historic roots. N. Denver Avenue between

N. Watts and N. Argyle Streets is a vintage streetcar era commercial district, with a rich collection of older buildings. Kenton also includes extensive single family areas east and west of N. Denver Avenue, and between N. Interstate Avenue and the freeway. The entire Kenton Conservation District and Kenton Commercial Historic District are within the Area. The Kenton neighborhood also includes the northern side of Lombard Street (a major east west commercial thoroughfare), Kenton Park; the Kenton Fire House Community Center, a stretch of the Columbia corridor industrial area (which also includes the Portland Meadows race track), and the southern side of Columbia Slough.

Portsmouth: Lying west of Kenton, the Portsmouth neighborhood is predominantly residential in character, with the notable exception of N. Lombard Street, the northern side of which falls within the neighborhood (the southern side of Lombard is in the University Park neighborhood). The Portsmouth neighborhood includes Columbia Park, the University Park Community Center, and the New Columbia housing development covering dozens of acres in the northern portion of the neighborhood.

Bridgeton: The northern-most of the neighborhoods within the Area, Bridgeton includes a number of properties along the southern edge of the south channel of the Columbia River (across from Tomahawk Island). This stretch of ICURA includes the Expo Center and a section of Bridgeton Road.

Woodlawn: The Woodlawn neighborhood is predominantly residential in character. The sections of the neighborhood within the Area are the commercially zoned properties along NE Martin Luther King Jr. Boulevard and NE Dekum Street. Some of this neighborhood is also within the Woodlawn Conservation District.

Vernon: The Vernon neighborhood is predominantly residential in character. The sections of the neighborhood within the Area are the commercially zoned properties along NE Alberta Street and N. Killingworth Street.

Concordia: With the Concordia neighborhood, a section of NE Alberta Street from the west boundary on NE 22nd Avenue to NE 31st Avenue is in the Area. This section contributes largely to the Alberta Arts District, the heart of an arts, restaurant and shopping district.

University Park: The University Park neighborhood is home to the University of Portland and surrounding residential areas with the commercial district focused on N. Lombard Street. The commercially zoned properties along N. Lombard Street which support the residential area and the university are also within the Area.

Friends of Cathedral Park: The Friends of Cathedral Park neighborhood contains portions of the St. Johns Town Center that falls within the Area. This neighborhood is home to a wide variety of businesses which support the surrounding residential neighborhood.

St. Johns: The St. Johns neighborhood contains a portion of the St. Johns Town Center along N. Lombard Street that falls within the Area. This neighborhood is home to a wide variety of businesses that support the surrounding residential neighborhood. The St.

Johns neighborhood is located in North Portland on the tip of the peninsula formed by the confluence of the Willamette and Columbia Rivers.

East Columbia: East Columbia is a neighborhood in the northeast section of Portland, consisting of a main area west and north of the Sunderland neighborhood, and a smaller disconnected exclave on the Columbia River south of Hayden Island and east of Bridgeton. The portion of the East Columbia neighborhood south of Hayden Island and between I-5 and NE Martin Luther King Jr. Blvd is within the Area.

Interstate Corridor Urban Renewal Area Map



Source: Prosper Portland GIS

Legal Description

The legal description of the Area is attached as Exhibit “A”.

VI. PROPOSED LAND USES

The City of Portland’s Comprehensive Plan and implementing ordinances govern land use within the Area. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend this Section, as applicable, without the necessity of any further formal action. This Section VI and Exhibit “B” (Comprehensive Plan Map) shall thereafter incorporate the relevant amendments, additions or deletions. To the extent this Section VI and Exhibit B conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern. The Report on the Amended and Restated Interstate Corridor Urban Renewal Plan (the “Report”) accompanying this Plan contains a brief description of the zoning designations which correspond to the Comprehensive Plan designations. Title 33, Portland City Code is incorporated herein to establish the maximum densities and building requirements to be implemented with this Plan.

<u>Comprehensive Plan Map Designations</u>	<u>Corresponding Zoning Map Designations</u>
Industrial Sanctuary	IG1, IG2, IH
Central Employment	EX
Mixed Employment	EG1 and EG2
Mixed-Use - Dispersed	CM1, CR
Mixed-Use - Neighborhood	CM1, CM2, CE
Mixed-Use - Civic Corridor	CM1, CM2, CM3, CE
Mixed-Use – Urban Center	CM1, CM2, CM3, CE
Central Commercial	CX
Institutional Campus	CI1, CI2, IR
Single-Dwelling 20,000	R20
Single-Dwelling 10,000	R10
Single-Dwelling 7,000	R7
Single-Dwelling 5,000	R5
Single-Dwelling 2,500	R2.5
Multi-Dwelling - Neighborhood	RM1
Multi-Dwelling - Corridor	RM2
Multi-Dwelling - Urban Center	RM3, RM4
Central Residential	RX
Open Space	OS

VII. URBAN RENEWAL PROJECTS & PROGRAMS

In order to achieve the objectives of this Plan, the following activities will be undertaken by the Commission, in accordance with applicable federal, state, county and city laws, policies and procedures, and in accordance with the goals and objectives of this Plan. General authority for categories of projects and programs is included herein, as well as specific information on projects which are anticipated at the time of Plan adoption. These projects and programs may be modified, expanded, or eliminated as needed to meet the objectives of this Plan, subject to Section XII concerning amendments to this Plan. The authority and powers granted in this Section VII may be exercised in conjunction with any authority or powers granted to the Commission by statute, ordinance, or the City Charter. The Advisory Committee will play a significant role in offering guidance to the Commission in the execution of these projects and programs.

Infrastructure

Infrastructure projects, such as those identified below, may be completed by the Commission under this Plan.

Jefferson High School Plaza: Establish a public plaza along the south side of NE Killingsworth Street adjacent to the Jefferson High School football field and track. The plaza would provide a visually-appealing alternative to the existing chain-link fence.

Unthank Park Renovation: Implement improvements called for in the Unthank Park Master Plan, which may include new playground equipment, landscaping, historic interpretive signage, community gathering space and sports field improvements.

Dawson Park Renovation: Implement improvements called for in the Dawson Park Master Plan, which may include a waterplay feature, formal park entry, new furnishings and historic interpretative signage.

Humboldt Park Acquisition: Acquire land and develop a new park in the Humboldt neighborhood, one of two identified park-deficient areas in the Area. While no particular property has been targeted at this time, Portland Public Schools owns several surplus lots near Jefferson High School that are of a size appropriate for a neighborhood park.

Bridgeton Trail: Construct a half-mile promenade trail along the Columbia River levee in the Bridgeton neighborhood, connecting the I-5 Columbia River Crossing with Bridgeton Road, completing a missing link in the region's 40-mile loop trail system, and helping spur mixed-use redevelopment on adjacent land.

Killingsworth Streetscape Phase II: Extend the improvements of Phase I, including historic lighting, new street trees, and improved sidewalks and crosswalks, from Commercial Avenue eastward to Martin Luther King Jr. Boulevard. Upgrading the streetscape could help increase the pace of private investment along this half-mile stretch of storefronts, homes and institutions.

Russell Streetscape Phase II: Extend streetscape and safety improvements from N. Kerby Avenue eastward to NE Martin Luther King Jr. Boulevard. Improvements would increase pedestrian safety along this burgeoning corridor.

Lombard Streetscape: Streetscape improvements on N. Lombard Street from Columbia Park westward to the BNSF Railroad cut, including curb extensions, street lighting and bicycle improvements.

Lombard Station Area Improvements: Establish a landscaped boulevard to promote pedestrian-oriented uses, create a safe, pleasant pedestrian link over I-5, and improve pedestrian access to the MAX station. Improvements would include a new traffic light and road access to the Fred Meyer development.

Additional infrastructure projects may include the design, construction, reconstruction, repair or replacement of sidewalks, streets, pedestrian amenities, transit systems, and public infrastructure deemed appropriate to achieve the goals and objectives of this Plan, including, but not limited to:

- (a) Parks and open space acquisition, development, and rehabilitation, including brownfield sites, for uses such as pedestrian plazas, pocket parks, and community gardens, and natural area parks;
- (b) Pedestrian improvements, including sidewalks, pedestrian-ways, trails, and curb extensions;
- (c) Storm water, sanitary sewer, water, power, communication, and other public or private utility infrastructure, including undergrounding of utilities and on-site and regional stormwater control facilities (e.g., bioswales, landscaping, ecoroofs, tree planting, etc.);
- (d) New or upgraded streets and bikeways;
- (e) Trees, shrubs, plants, ground covers, and other plant materials including irrigation systems, soil preparation and/or containers to support same;
- (f) Tables, benches and other street furniture including signage, kiosks, drinking fountains, decorative fountains, street and trail lights, and traffic control devices;
- (g) Special graphics for directional and informational purposes;
- (h) Sidewalk awnings, canopies and other weather-sheltering devices for the protection of pedestrians and to augment transit passenger facilities;
- (i) On- and off-street parking facilities and structures;
- (j) Light rail, streetcar, tram, and other transit-related facilities;

- (k) Right-of-way improvements to enhance safe and convenient auto, pedestrian, transit, and bicycle access to employment centers, including Lower Albina, Swan Island/Going Street, and the Columbia corridor;
- (l) Community facilities, such as a branch library, arts center, multi-cultural center, intergenerational activity center, and child care;
- (m) Area gateway projects, to include special signage, landscaping, art, and other improvements to reinforce the identity of the Area and of the distinct neighborhoods within ICURA;
- (n) Riverfront improvement and amenities, including the Willamette Greenway and Columbia Slough Trails, North Portland Harbor and 40-mile loop trails, 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;
- (o) Facilities supportive of the unique identity of the Area, such as plazas, gateways, and public art; and
- (p) Revitalization and adaptive reuse of school properties, in partnership with the school district and community partners, for the capital expenditure component of functions which serve the goals and objectives of this Plan, including community facilities, job training, etc.

Property Redevelopment

Property redevelopment projects, such as those identified below, may be completed by the Commission by this Plan. Tax increment revenue generated by the 13th Amendment and allocated to Prosper Portland will be invested in administration, programs and projects that implement goals and objectives of the N/NE CDI Action Plan, including the Williams & Russell project.

Killingsworth Station: Construct a four-story mixed-use building containing 52 residential condominiums and 9,000 square feet of ground-floor commercial condominium space. Half of the residential units are to be affordable at 80-100% MFI. Killingsworth Station will help activate a major intersection and transit mode currently dominated by auto-oriented uses.

Argyle Site: Mixed-use redevelopment of the 3-acre TriMet property at N. Argyle and N. Interstate Avenue.

Kenton Field Redevelopment: Repurpose the vacant half of the PPS Kenton School property, potentially including a mix of parkland and development. The two-acre site at N. Interstate Avenue and N. Lombard Street is adjacent to TriMet's busiest rail to bus transfer station in the region. Redevelopment would help revitalize the intersection, while parkland would help solve a deficiency of open space in the immediate

neighborhood.

Downtown St. Johns Brownfield Redevelopment: Mixed-use redevelopment of the brownfield site at 8735 N. Lombard Avenue, currently owned by the Portland Bureau of Environmental Services.

King/Parks: Affordable housing and community-serving commercial development at the intersection of NE Martin Luther King Jr. Blvd. and N. Rosa Parks Way. The property is currently owned by the Portland Housing Bureau.

The Commission will undertake loans and grant programs to assist property owners and businesses in rehabilitating or redeveloping property within the Area to achieve the objectives of this Plan. This may include residential or commercial loans or grants, financial assistance to improve older buildings to current code standards (including seismic standards), assistance to remediate environmental conditions or other programs to eliminate blight in the Area.

The Commission, with funds available to it, is authorized to establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners, owners of buildings which are in need of rehabilitation or persons desiring to acquire or lease property from the Commission, as it may deem appropriate in order to achieve the objectives of this Plan.

1. Commercial Redevelopment. The Commission may provide assistance to property owners and businesses for commercial development, redevelopment and rehabilitation. The following are programs currently offered but are subject to change. Additional programs may be created over the life of the district.
 - (a) Development Opportunity Strategies Program: Provides business and/or financial assistance to property and business owners and developers in determining the feasibility of redevelopment projects which further the revitalization of commercial/industrial areas with the Area.
 - (b) Commercial Property Redevelopment Loan Program: Provides loans to assist private partners with redevelopment, new development and tenant improvements that encourage property revitalization and wealth creation within the Area.
 - (c) Storefront Improvement / Commercial Expansion Program: Provides financial assistance to property owners or tenants to improve the appearance of commercial storefront properties (including mixed-use projects) and/or to rehabilitate long-term vacant commercial space within the Area.
 - (d) Brownfields: Assist the redevelopment of brownfield sites for purposes consistent with this Plan. This assistance may take the form of loans, grants, and other funding programs for the assessment, acquisition, redevelopment, remediation, and disposition of properties within the Area.

(e) Williams/Russell Site This site is designated for the development of a Cultural-Business Hub. The concept as defined in the N/NE CDI is: Foster multigenerational wealth creation by investing in a larger-scale projects that will provide commercial space for small businesses owned by Blacks and other people of color. The project will be a place for businesses to grow and thrive, and will create active, vital sites offering culturally specific products, services, foods and/or entertainment. The project would be owned by Blacks and other people of color and meet specific timing, conditions and criteria:

Project Selection Criteria:

1. Aligns with the goals and objectives of the N/NE CDI Action Plan especially:
 - Fostering multigenerational wealth creation through property ownership.
 - Fostering multigenerational wealth creation through business ownership.
2. Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
3. Demonstrates a commitment to tenanting a majority of the project with local, minority-owned businesses.
4. Provides long-term community benefits for Blacks and other people of color.
5. Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.
6. Demonstrates financial feasibility and commitment from development and financial partners. Portions of this project could also be considered to fit in the Business Development category of projects.

2. Community Livability and Green Features. The Commission may provide assistance and incentives, including loans, grants or other funding programs, for private, nonprofit and for profit parties to undertake projects that are supportive of community livability and sustainability.

(a) Green Features Grant: Provides grants to businesses that need assistance undertaking sustainable improvements to their buildings.

(b) Community Livability Grant: Provides grants for capital improvement projects that implement community livability goals. Grants are generally provided to neighborhood associations, business associations, public or nonprofit tax exempt entities who provide community benefits.

Housing

Through the Portland Housing Bureau, the Commission will support a variety of projects and programs, which will provide new and rehabilitated housing for residents and workers in the Area. The type and funding level for these projects and programs will be based on the 2001 Interstate URA Housing Implementation Strategy (the

“Housing Strategy”) and the Portland Housing Bureau Strategic Framework, as well as other adopted City housing policies where applicable. To implement the housing objectives in this Plan, financial resources will be provided to support the development of new housing and the preservation or replacement of existing housing for extremely low, low and moderate-income households. Due to implementation of the TIF Set-Aside Policy adopted by Council in 2006, at least 30% of all TIF resources generated after adoption of the policy will be allocated for this purpose.

The creation of new housing opportunities and the incorporation of programs to maintain existing housing, especially rental and ownership housing which is affordable to low and moderate income households is a critical factor in addressing the challenges of gentrification and displacement. While the specifics of a housing program for ICURA are included in the Housing Strategy, this Plan authorizes projects and programs which fulfill the housing-related goals and objectives of this Plan, including but not limited to:

- (a) **Homebuyer Program:** Provide financial assistance to those seeking to purchase a home in the Area, either directly or through subsidized construction or permanent loans to project developers;
- (b) **Home Rehabilitation Program:** Provide financial assistance to homeowners in the Area for the purpose of making repairs and improvements to homes and property;
- (c) **Housing Development Program:** Provide technical and/or financial assistance to developers of housing in the Area that furthers the goals and objectives of this Plan;
- (d) **Rental Property Repair:** Provide financial assistance to owners of rental property (including mixed-use projects) in the Area for the purpose of making repairs and improvements to the residential unit and property; and
- (e) **Housing Development:** Land acquisition and transfer for rehabilitation and redevelopment which is consistent with the goals and objectives of this Plan.
- (f) **Housing projects in the 13th Amendment:**
There are three projects to be undertaken in the Area by the Portland Housing Bureau. If there is additional tax increment revenue or if one of these projects does not move forward, then Prosper Portland will provide the Portland Housing Bureau with use of such funds in accordance with ORS 456.125(5) for additional affordable housing units and to support affordable housing in alignment with the North/ Northeast Neighborhood Strategy.
 - 1. Home ownership opportunity 40 to 50 households on the Carey Boulevard property purchased by the Portland Housing Bureau from the Water Bureau. Income restrictions for this project are up to 80% median family income (MFI) for two bedrooms or less or up to 100% MFI for three or more bedrooms. The Portland Housing Bureau will use the

- preference policy established in the North/Northeast Neighborhood Housing Strategy to select home buyers.
2. Strong property development, located at the corner of Williams and Alberta, of either home ownership or multifamily rental. This property was purchased by the Portland Housing Bureau in late summer of 2019. It has the potential of 100-150 units of rental housing. Incomes restrictions for this project are at 60% MFI or less. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy.
 3. Funds set aside for the Williams & Russell project in the event that the decision is made by the Project Working Group to include housing on that site. The same guidelines as the above two projects will apply depending on the type of development that is chosen, homeownership or rental.

Business Development

The Commission may provide assistance and incentives, including loans, grants or other funding programs, for private, nonprofit and for profit parties to undertake projects and programs that are supportive of the wealth creation, economic development, jobs creation and employment goals of this Plan, with particular focus on those projects and programs that fulfill the goals of the EcDev Strategy and the 2011 Council adopted N/NE CDI Action Plan.

- (a) Financial mechanisms to promote, facilitate, and develop employment opportunities in the Area;
- (b) Business Retention & Expansion Development Program: Provide business and/or financial assistance to firms seeking to improve operations, increase profitability and/or create new jobs in support of the revitalization and employment goals of this Plan, with special emphasis on small businesses and firms which provide family wage jobs;
- (c) Business Recruitment / Area Marketing Program: In conjunction with other redevelopment and business development projects of this Plan, the Commission will promote opportunities within the Area to prospective employers and businesses customers;
- (d) Cluster Industry Development: Engage target industry cluster firms identified by the Commission and City in strategies to support job retention/creation, entrepreneurship and innovation to further Portland's competitiveness; and
- (e) Neighborhood Economic Development: Focus on growing vibrant commercial areas, promoting healthy businesses, and stimulating job growth, through partnerships between the community, public entities, community-based organizations and the private sector.

Land Acquisition, Improvement and Disposition for Redevelopment Projects

The Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VIII and IX below.

Properties currently identified for potential acquisition include:

1. 574 NE Alberta Street, currently owned by Portland Public Schools
2. 7528 N. Fenwick Avenue, currently owned by Portland Public Schools

Relocation

To reduce the negative impacts of redevelopment activities, the Commission will provide assistance to persons or businesses displaced in finding replacement facilities. All persons or businesses to be displaced will be contacted to determine such relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken, and payments made, in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060. Payments for relocation shall be made pursuant to PDC's currently adopted Relocation Policy. The Commission has prepared and maintains information in its office relating to its Relocation Policy and procedures, including eligibility for and amounts of relocation payments, services available and other relevant matters.

Planning and Administration

The Commission will undertake program development, and project planning activities necessary to achieve the goals and objectives of this Plan. The Commission will also undertake administration of all aspects of this Plan, in a manner consistent with the goals and objectives.

VIII. 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. Property acquisition is hereby made a part of this Plan and may be used to achieve the objectives of this Plan.

Property Acquisition From Willing Sellers

For projects authorized by this Plan, the Commission may acquire property from owners that wish to convey title. Prior to acquiring such property, the Commission shall adopt a Resolution identifying the property and finding that the acquisition thereof is necessary to achieve the objectives of this Plan.

IX. PROPERTY DISPOSITION POLICIES AND PROCEDURES

Property Disposition

The Commission is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired, in accordance with the goals and objectives of this Urban Renewal Plan.

All real property acquired by the Commission in the Area shall be disposed of for development for the uses permitted in this Plan for the specific uses to be permitted on the real property. Real property acquired by the Commission may be disposed of to any other person or entity by the Commission, in accordance with this Plan. All persons and entities obtaining property from the Commission shall use the property for the purposes designated in this Plan, and shall commence and complete development of the property within a period of time which the Commission fixes as reasonable, and to comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan. The Commission shall endeavor to solicit local businesses and developers in the disposition of property, in part by providing staff assistance regarding the process of land disposition.

To provide adequate safeguards to insure that the provisions of this Plan will be carried out to prevent the recurrence of blight, all real property disposed of by the Commission, as well as all real property owned or leased by participants which is assisted financially by the Commission, shall be made subject to such restrictive covenants, easements, or other conditions as may be necessary to implement the goals of this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan.

Developer's Obligations

Any developer who acquires Commission-owned property, and its successors and assigns, in addition to the other controls and obligations stipulated and required of it by the provisions of this Plan, shall also be obligated by such additional requirements as may be determined by the Commission, including but not limited to:

- (a) The developer shall obtain necessary approvals of proposed developments from all federal, state and/or local agencies that may have jurisdiction on properties and facilities to be developed within the Area.
- (b) The developer and its successors or assigns shall develop such property, in accordance with the land use provisions and building requirements specified in this Plan.
- (c) The developer shall submit all plans and specifications for construction of improvements on the land to the Commission for prior review and distribute to appropriate reviewing bodies in accordance with current City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of current City codes and ordinances.
- (d) The developer shall accept all conditions and agreements as may be required by the Commission for land sale or for receiving financial assistance from the Commission.
- (e) The developer shall commence and complete the development of such property for the uses provided in this Plan within a reasonable period of time as determined by the Commission.
- (f) The developer shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the real property or part thereof is restricted upon the basis of age, race, color, religion, gender, sexual orientation, or national origin in the sale, lease or occupancy thereof.
- (g) The developer shall maintain developed and/or undeveloped property under its ownership within the Area in a clean, neat, and safe condition, in accordance with the approved plans for development.

X. METHODS FOR FINANCING THE PROJECT

General Description of the Proposed Financing Methods

The Commission may borrow money and accept advances, loans, grants and any other form of financial assistance from the Federal Government, the State, City, County, or other public body, or from any sources, public or private, for the purposes of undertaking and carrying out this Plan, or may otherwise obtain financing as authorized by ORS Chapter 457 and Chapter XV of the City Charter. Upon request of the Commission, Council may from time to time issue revenue bonds, certificates, debentures or promissory notes to assist in financing project activities as provided by Section 15-106 of the City Charter.

Tax increment revenue or other financing described above and obtained by the Commission shall be used to pay or repay any costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457 and Chapter XV of the City Charter in connection with the implementation of this Plan.

The total maximum indebtedness which may be incurred to complete the Plan is \$402,000,000.

Self-Liquidation of Costs of Project

The Project may be financed, in whole or in part, by self-liquidation of the costs of project activities as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing body upon the taxable real and personal property shall be divided as provided in ORS 457.440. That portion of the taxes representing the levy against the increase, if any, in assessed value of property located in the Area, or part thereof, over the true cash value specified in the certificate of amendment to the certificate filed under ORS 457.430, shall, after collection by the tax collector, be paid into a special fund of the Commission and shall be used to pay the principal and interest on any indebtedness incurred by the Commission to finance or refinance the implementation of this Plan.

Prior Indebtedness

Any indebtedness permitted by law and incurred by the Commission or the City in connection with preplanning for this Plan shall be repaid from tax increments from the Area when and if such funds are available.

XI. OTHER PROVISIONS

Non-Discrimination

In the preparation, adoption and implementation of this Plan, no public official or private party shall take any action or cause any person, group or organization to be discriminated against on the basis of age, race, color, religion, gender, sexual orientation, marital status, citizenship status, or national origin.

Conformance With City Comprehensive Plan

This Plan is in conformity with the Comprehensive Plan of the City as a whole relative to the improvement of residential neighborhoods, commercial districts, and employment centers of north and northeast Portland.

Agreements Between Commission and Property Owners

The Commission will implement this Plan through vehicles such as partnerships between the Commission and other public agencies and private sector property owners, for-profit developers and non-profit development organizations. It is the intention of the Commission to utilize agreements such as memorandums of understanding, development agreements or other mechanisms with Area property owners and developers to guide and specify public investments and private development. These agreements will be utilized throughout the life of the Plan to ensure activities are in conformance with this Plan.

XII. PROCEDURES FOR CHANGES OR AMENDMENTS IN THE APPROVED INTERSTATE CORRIDOR URBAN RENEWAL PLAN

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

A. Substantial Amendments

Substantial amendments are solely amendments that:

1. add land to the Area, except for an addition of land that totals not more than one percent of the existing Area; or
2. increase the maximum amount of indebtedness that can be issued or incurred under this Plan.

Substantial amendments shall require the same approval process as required for initial plan adoption including the approval process as provided in ORS 457.095 and the notice requirement set forth in ORS 457.120.

B. Council-Approved Amendments

Council-approved amendments are solely amendments that identify a project that includes a public building.

Council-approved amendments require approval by the Commission by resolution and by Council, which may approve the amendment by resolution. Council-approved amendments do not require any of the procedural or notice requirements of ORS Chapter 457, including but not limited to the procedures set forth in ORS 457.085(4) and (5). To the extent that a Council-approved amendment involves a public building, such amendment shall explain how the building serves of benefits the Area.

C. Minor Amendments

Minor amendments are amendments that are neither substantial, nor Council-approved amendments. Minor amendments may include changing the goals of the Plan or removing land from the Area. Minor amendments are effective upon adoption of a resolution by the Commission approving the amendment.

XIII. DURATION AND VALIDITY OF APPROVED URBAN RENEWAL PLAN

Duration of Urban Renewal Plan

No indebtedness, as defined by applicable state law, for which taxes divided under ORS 457.440 are to be pledged, shall be issued under this Plan (and under any and all projects undertaken with respect to this Plan) when maximum indebtedness is reached.

Validity

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan

XIV. PROJECTS INCLUDING PUBLIC BUILDINGS

The following projects include public buildings and set forth below is an explanation of how those buildings serve or benefit the Area:

1. **Historic Kenton Firehouse, 2209 N. Schofield St:** This building serves as a community meeting facility. Interior improvements, including energy efficient upgrades, benefit the Area by increasing the attractiveness of the space for community use.
2. **Interstate Firehouse Cultural Center, 5340 N. Interstate Ave.:** This building serves as a community meeting facility. Improvement of signage on the Interstate Firehouse benefits the Area by providing better visibility in order for the community to take advantage of this public resource. Soundproofing to mitigate noise from the MAX light rail increases the attractiveness of the space for community use.

3. Charles Jordan Community Center, 9009 N. Foss Avenue.

The roof over the gymnasium at the Charles Jordan Community Center will be replaced. The existing metal roof assembly will be removed and a new metal roof installed. Additionally, safety anchors and ladder access will be provided. The Charles Jordan Community Center facilities include a basketball court, indoor community center, computer lab, fitness room, gymnasium, meeting room, party room, playground, preschool program, rock climbing wall, stage, public art, weight room, and wireless Internet access. All of these facilities serve and benefit the residents of the Area.

XV. EXHIBITS

- A. Interstate Corridor Urban Renewal Area - Legal Description of Area Boundary
- B. Interstate Corridor Urban Renewal Area - Comprehensive Plan Map
- C. Description of Outreach Efforts for the Interstate Corridor Urban Renewal Area
- E. Comprehensive Plan Findings 2021