

## Appendix A

# Amended and Restated Interstate Corridor Urban Renewal Plan: Comprehensive Plan Findings

June 28, 2011

### Introduction

The purpose of this document is to meet the statutory requirements for land use planning consistency under ORS 457.095(3) to find conformance of the *Amended and Restated Interstate Corridor Urban Renewal Plan* (“Plan”) with the *Portland Comprehensive Plan*. This document is organized by starting with findings for the *Portland Comprehensive Plan* followed by all other relevant neighborhood and area plans as subordinate and supporting of the overall goals and policies in the *Comprehensive Plan*.

### Summary of the Interstate Corridor Urban Renewal Plan and Amendment

The *Interstate Corridor Urban Renewal Plan* was originally adopted in 2000 to address the many challenges and opportunities in this part of North and Northeast Portland. The original plan was geographically focused on the Interstate Avenue Corridor area which covers parts of the Overlook, Arbor Lodge, Piedmont, Humboldt, King, Boise, Eliot and Kenton Neighborhoods, and also included all of the Portsmouth Neighborhood, and portions of the East Columbia and Bridgeton Neighborhoods to the north. The total acreage of the original plan area is 3804 acres.

The 2011 amendments to the urban renewal plan, in general, add land area in North and Northeast Portland to the plan boundary, and remove some small non-developable areas. Roughly 229.75 acres in the Interstate 5 Freeway right-of-way, and portions of the Columbia Slough are removed from the original plan area. A total of 245.62 acres of land that is not currently in an urban renewal area, including part of the St. Johns Town Center, the south side of North Lombard Street, and an eastern segment of NE Alberta Street, is being added. A total of 169.92 acres is being moved from the Oregon Convention Center Urban Renewal Area to the Interstate Corridor Urban Renewal Area. The amended plan area is approximately 3990 acres. The text of the plan is also amended to reference neighborhoods and areas not originally included in the plan area, and to add project details and update Projects and Programs in Section VII of the plan to better reflect current practices and priorities for economic/business development, infrastructure, housing and other activities. Additional details of the amendments to the *Interstate Corridor Urban Renewal Plan* are found in the *Report on the Amended and Restated Interstate Corridor Urban Renewal Plan (2011)*.

The *Plan* is governed by goals and policies of the *Portland Comprehensive Plan*, as well as other plans in the area, including: *Albina Community Plan*, *St. Johns/Lombard Plan*, *Portsmouth*

*Neighborhood Plan, North Interstate Corridor Plan and the Bridgeton Neighborhood Plan.* These set the policy framework for the urban renewal area.

The *Plan* maintains the original maximum indebtedness of 335 million dollars established in 2000 which may be incurred over the life of the plan. Increment generated in the Plan area is reserved for project expenditures in the following categories:

**Project Category**

- Housing
- Transportation
- Economic Development
- Revitalization
- Community Facilities
- Parks and Open Space
- Urban Design and Historic Preservation

**Relationship to Local Plans**

The 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.

The Plan will provide for urban renewal projects and programs that help to implement the City of Portland’s plans and policies that seek to preserve and reinforce the stability and diversity of the City’s neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City’s residential quality and economic vitality.

The Plan goals and objectives support corresponding *Portland Comprehensive Plan* policies; in turn, the *Comprehensive Plan* is acknowledged by the Land Conservation and Development Commission (LCDC) as consistent with Oregon Land Use Planning Goals and Policies.

The Plan has been formulated through a public involvement process that is consistent with the Citizen Involvement (Goal 9) and Metropolitan Coordination (Goal 1) policies of the *Comprehensive Plan*. The neighborhood and commercial area revitalization goals are consistent with city and regional goals to reinvest and redirect growth and development into existing urban areas.

The Plan will facilitate redevelopment and public improvements that will provide a range of commercial, employment and housing opportunities in Interstate Corridor station communities, in the St. Johns Town Center, and Metro 2040 main street areas (hereafter “main streets” -- N Lombard Street, N Denver Avenue, N/NE Killingsworth Street, N/NE Alberta Street, NE Martin Luther King Jr. Blvd.).

The Plan also will help provide housing and employment opportunities. The creation and maintenance of a variety of housing choices for residents of all income levels is an important

goal found in the Portland *Comprehensive Plan* and supporting documents. This goal is supported by projects in the Plan. Encouraging job creation is another goal that is supported by urban renewal projects.

The Plan includes a range of anticipated transportation improvements that will help provide a range of transportation choices and enhance connectivity and will reinforce the livability of neighborhoods and the vitality of commercial areas. The Plan will facilitate the redevelopment of an area that is well served by transit, which will reduce the need for employees and customers to rely on automobile travel; and reduce air pollution and traffic congestion on the City's street system.

The Plan also supports policies that call for providing parks and open spaces to meet recreational needs; creating a sense of connection with the natural environment; and protecting natural resources by reducing the impact of development.

The Plan is generally supportive of the *Albina Community Plan*, *St. Johns/Lombard Plan*, *North Interstate Corridor Plan*, and the neighborhood plans that encompass the area. Finding of conformance more specific to the policies of these plans follows.

#### **A. City of Portland Comprehensive Plan**

The Portland *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 on May 1, 1981.

The Plan was prepared in conformity with the Portland *Comprehensive Plan*. Urban renewal plans contain financing provisions for projects described in the Comprehensive Plan, and may fund other projects that conform to the land use designations and street classifications depicted on the Comprehensive Plan Map.

Comprehensive plans describe a variety of public goods that are to be achieved over the long term. These goods are usually complimentary, but there are times when a comprehensive plan provision can only be advanced at the expense of another; or when one provision is funded while others must wait.

In determining whether the Plan conforms with Portland's *Comprehensive Plan*, the city must choose between sometimes competing public goods. To do this the city will apply the following definition of "conform:"

1. On balance, the purposes of the *Comprehensive Plan* are advanced as a whole; and
2. Future compliance with the *Comprehensive Plan* is not precluded.

The Plan is consistent with the following *Comprehensive Plan* policies:

**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 Plan is supportive of this goal because:

1. These findings demonstrate that the Plan is consistent with the City of Portland Comprehensive Plan which was acknowledged by the State of Oregon and consistent with statewide planning goals. The Plan is supportive of the regional goals in Metro's Urban Growth Management Functional Plan which call for developing a compact urban form with a focus on investment in station communities, main streets, and town centers.

**Policy 1.4 Intergovernmental Coordination**, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds.

2. The Plan is extensively coordinated with governments within the metropolitan region. The PDC consulted all affected overlapping taxing jurisdictions, including Portland Public Schools, Metro, and Multnomah County. The Plan will help to achieve the housing and jobs targets of Metro's *Urban Growth Management Functional Plan* and help fulfill the policies of the *Albina Community Plan*, *St. Johns/Lombard Plan*, *Portsmouth Neighborhood Plan*, and *Bridgeton Neighborhood Plan*.

**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 Plan is supportive of this goal because:

3. The Plan will facilitate the redevelopment of Interstate Corridor and MAX station areas, as well as key main streets (Lombard, Martin Luther King Jr. Blvd, Denver, Killingsworth, Alberta) and the St. Johns town center area with more intense commercial, employment and residential uses that could provide more diverse employment and affordable housing opportunities than currently exist. Specifically, the Plan is particularly supportive of the following policies:

**Policy 2.1 Population Growth**, calls for allowing for population growth within the existing city boundary by providing land use opportunities that will accommodate the projected increase in city households.

4. The Plan will facilitate the redevelopment of the Interstate light rail station communities, main street segments, and the St. Johns town center with more intense commercial and residential uses that will provide more diverse employment and housing opportunities.

**Policy 2.2 Urban Diversity**, calls for promoting a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

5. The Plan will facilitate redevelopment that will provide a range of commercial, employment and housing opportunities in Interstate MAX station areas, as well as along key main streets (Lombard, Martin Luther King Jr. Blvd, Denver, Killingsworth, Alberta) and in the St. Johns town center area. As shown in the *Report on the Amended and Restated Urban Renewal Plan*, the Plan area is a racially and ethnically diverse and includes people of a broad range of ages and income levels. Investment will allow rehabilitation of existing structures, development of new structures, and investments in public infrastructure that will maintain and enhance the attractiveness of this area to serve a diverse population.

**Policy 2.6 Open Space**, calls for providing opportunities for recreation and visual relief by preserving Portland's parks, golf courses, trails, parkways and cemeteries. Establish a loop trail that encircles the city, and promote the recreational use of the city's rivers, creeks, lakes, and sloughs.

6. The Plan supports open space by providing funding for parks and open space projects as identified in Section VII. The projects include: Unthank Park renovation, Dawson Park renovation, Humboldt Park acquisition, and Bridgeton Trail construction. The projects will increase opportunities for recreation and visual relief, help complete the city trail system, and promote the recreational use of the Willamette and Columbia Rivers, and the Columbia and Bridgeton Sloughs.

**Policy 2.9 Residential Neighborhoods**, calls for allowing a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

7. The Plan boundary includes light rail transit station communities along Interstate Avenue, and major "main streets" (Lombard, Martin Luther King Jr. Blvd, Alberta, Killingsworth, Denver) which allow for development of a range of housing types including multi dwelling housing and mixed use housing developments. The boundary includes a large part of the Portsmouth Neighborhood, but excepting the area of the New Columbia development, this area is zoned for single-dwelling residential development and is unlikely to be the focus of urban renewal development.

**Policy 2.11 Commercial Centers**, calls for expanding the role of major established commercial centers which are well served by transit.

8. The Plan will provide funding resources to support the continued development of the Interstate Corridor area with a mix of commercial and housing uses.
9. The Plan area includes portions of N. Lombard Street, NE Martin Luther King Jr. Blvd, N. Denver Avenue, N/NE Killingsworth, and NE Alberta Street which are

designated as main streets in the Metro 2040 plan, and a portion of the St. Johns town center, also identified in the Metro 2040 plan. These areas all function as significant commercial areas that are well served by transit and which will benefit from URA investments to revitalize the areas and strengthen them as key places in Portland.

**Policy 2.12 Transit Corridors**, calls for providing a mixture of activities along major transit routes, Major Transit Priority Streets, Transit Access Streets, and main streets to support the use of transit.

10. The plan supports this policy as it will provide opportunity for investment and redevelopment and create a mixture of commercial and residential activities within the St Johns town center, along the Interstate Avenue Corridor and at Interstate transit station communities, and along several main streets within the boundary area. North Lombard, NE Alberta, and NE MLK Jr. Blvd are designated main streets and are all transit routes. N Lombard and MLK are Major Transit Priority Street and NE Alberta is a Transit Access Street.

**Policy 2.15 Living Closer to Work**, calls for locating greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicles miles traveled per capita and maintain air quality. It also calls for locating affordable housing close to employment centers.

11. The plan supports this policy as a portion of the revenue generated through tax increment financing will be directed toward housing development in highly accessible areas within Portland. The plan will focus housing and mixed use development in the Interstate light rail corridor which provides employment opportunities in the corridor and fast, convenient access to other major employment centers. The Plan area also includes a portion of the St. Johns town center and several main street areas where reinvestment called for in Section VII of the plan will provide opportunity for a mix of employment and higher-density residential development.

**Policy 2.17 Transit Stations and Transit Centers**, calls for encouraging transit-oriented development patterns at transit stations to provide for easy access to transit service.

12. The plan supports this policy as it will focus mixed use development in the Interstate light rail corridor. The adopted North Interstate Corridor Plan included amendments to the zoning map and code that allow for high density transit oriented development, as well as building and right-of way design standards that promote transit orientation and easy access to transit service.

**Policy 2.18 Transit-Supportive Density**, calls for establishing average minimum residential densities and minimum floor area ratios for non-residential development.

13. The plan will support and facilitate development in the Interstate Avenue Corridor and at Interstate MAX transit station areas where zoning calls for and encourages high density residential and mixed use development. Additionally, the plan will support development along main streets and in the St Johns town center, which are places where the Comprehensive Plan and zoning map allow or require moderate to high density residential uses and allow for commercial and mixed use development.

**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. Encourage infill and redevelopment in the Central City, at transit stations, along main streets, and as neighborhood infill in existing residential, commercial and industrial areas.

14. The plan supports this policy as investments in redevelopment will result in infill development along key corridors within the plan boundary.

**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.

15. The plan will support this policy by facilitating development on land that is vacant and underutilized in areas planned for residential and mixed use development in the Comprehensive Plan. Specifically, Section VII of the plan calls for redevelopment of a brownfield site in St Johns, and development of mixed use residential projects in Interstate MAX station areas.

**Policy 2.22 Mixed Use**, calls for a mechanism that will allow for the continuation and enhancement of areas of mixed use character where such areas act as buffers and where opportunities exist for creation of nodes or centers of mixed commercial, light industrial and apartment development.

16. The plan will support this policy by facilitating development in areas along main streets, in the St Johns town center, and in Interstate MAX station areas that are designated for mixed use – residential and commercial – development in the Comprehensive Plan.

**Policy 2.26 Albina Community Plan**, calls for promoting the economic vitality, historic character and livability of inner north and inner northeast Portland.

17. General Principle 5 of the Plan provides that, "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 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." Further, the Plan's Goals and Objectives (Section III) focus on Economic Development/Jobs, Housing, Historic Preservation, and Public Facilities principles that are meant to improve livability in the Albina Community Plan area.

**Goal 3, Neighborhoods**, calls for preserving and reinforcing the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality. The Plan is consistent with this goal because:

18. The Plan supports the preservation and stability of residential neighborhoods by focusing investments along Interstate Avenue, and along other key main streets and in the St Johns town center. These focused investments will facilitate increased residential densities within the mixed use station communities, town center and the main street areas while providing land use stability in other portions of the neighborhoods. General Principle 2 of the Plan establishes a preference for the retention of long term residents and businesses, while the plan as a whole provides for improvements in residential quality and economic vitality that would also benefit new residents and businesses.

**Policy 3.1 Physical Conditions**, calls for providing and coordinating programs to prevent the deterioration of existing structures and public facilities.

19. Section VII of the Plan calls for providing funding for home and rental housing rehabilitation and repair, storefront improvement grants, and public facility and infrastructure projects, including parks renovations and streetscape improvements, that will help improve the physical condition of neighborhoods within the URA.

**Policy 3.3 Neighborhood Diversity**, calls for promoting neighborhood diversity and security by encouraging diversity in age, income, race and ethnic background within the City's neighborhoods.

20. The plan supports this policy by calling for an adequate supply of housing to support people of all income levels, by seeking to retain and support existing businesses, and by creating intergenerational community facilities. As shown in the Report on the Amended and Restated Plan, the Plan area includes a diverse population composed of people with broad range of ages and incomes, and many races and ethnicities overall, with significant African American and Hispanic/Latino populations in the newly added East and West areas respectively.

**Policy 3.4 Historic Preservation**, calls for preserving and retaining historic structures and areas throughout the city.

21. The Plan will help preserve and retain historic structures with investment in urban design and historic preservation, as Section III of the Plan calls for making preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities, and placing an emphasis on resources that are reflective of the area's social and cultural history.



**Policy 3.5 Neighborhood Involvement**, calls for providing for the active involvement of neighborhoods residents and businesses in decisions affecting their neighborhood.

22. The PDC has established the Interstate Corridor Urban Renewal Advisory Committee (ICURAC) with representatives from area neighborhoods and businesses, to provide continuing input into the projects and programs. The composition of the advisory committee is expected to evolve over time, as indicated in Section II of the Plan.

**Policy 3.6 Neighborhood Plans**, calls for the City to maintain and enforce neighborhood plans that are consistent with the Comprehensive Plan.

23. The City has adopted the following neighborhood plans for portions of the Interstate Corridor URA: Bridgeton Neighborhood Plan; Portsmouth Neighborhood Plan, St. Johns/Lombard Plan. A discussion of the relationship to these plans is addressed in findings which follow that are specific to those plans.

**Policy 3.8 Albina Community Plan Neighborhoods**, includes as part of the Comprehensive Plan neighborhood plans developed as part of the Albina Community Plan. Neighborhood plans developed as part of the Albina Community Plan are those for Arbor Lodge, Boise, Concordia, Eliot, Humboldt, Irvington, Kenton, King, Piedmont, Sabin and Woodlawn.

24. The Plan recognizes and supports Albina Community Plan neighborhoods. The urban renewal plan area includes part or all of the Eliot, Humboldt, Piedmont, King, Overlook, Arbor Lodge, Kenton, Concordia, and Boise neighborhoods. General Principle 5 states that, "The Albina Community Plan and its associated neighborhood plans, adopted by the City Council in 1993, will serve as the cornerstone for the Interstate Corridor Urban Renewal Plan." The Plan recognizes that these neighborhood plans are part of Portland's Comprehensive Plan.

**Goal 4, Housing**, calls for enhancement of Portland's vitality by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the different needs of current and future households. The Plan is consistent with this goal because:

25. Overall, the City Council established a policy that at least 30% of all tax increment resources generated after adoption of the policy (2006) are allocated to affordable housing projects and programs.
26. The Plan supports this goal as a portion of urban renewal resources will provide funding for housing development which will help build and rehabilitate housing units. The expenditure of these funds is governed by the housing principles identified in Section III of the Plan which call for housing balance, compatible infill, housing for workers, home ownership opportunity, and creation and retention of housing to serve seniors/single parents/disabled populations, and diverse range of

incomes. As identified in Section VII of the plan, funds expended in accord with these principles will support housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households within the urban renewal plan area through programs such as the Homebuyer, Home Rehabilitation, Housing Development, and Rental Property Repair programs. The Report on the Amended and Restated Plan (2011) indicates that an estimated \$50.8 million will be allocated to Housing costs.

**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.

27. The Plan supports this policy by increasing housing supply by more units than would be otherwise expected. Housing Principle 10 of the Plan will help; "Assure that an adequate supply of housing is available to people of all income levels throughout the district."

**Policy 4.2 Housing 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.

28. The Plan does not change the Comprehensive Plan Map or the Zoning Map. The urban renewal plan enabled transit-supportive zoning as part of the North Interstate Corridor Plan, adopted in 2008, which provides a net increase in housing capacity. Implementation through projects and programs identified in Section VII will result in a net increase in actual housing units.

**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.

29. The Plan will enable redevelopment of sites in Interstate Corridor transit station communities, the St. Johns town center, and main street segments (Lombard, Martin Luther King Jr. Blvd., Denver, Killingsworth and Alberta Avenue) to more intensive, mixed-use, transit-oriented development.

**Policy 4.4 Housing Safety** calls for ensuring a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.

30. The Plan supports this goal as Section III calls for preservation and rehabilitation of existing housing stock and Section VII specifies projects and programs for housing preservation and rehabilitation.

**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.

31. The Report on the Amended and Restated Plan indicates that a sampling of housing in the plan area showed that 68% of the housing stock in the plan area required rehabilitation. The Plan supports conservation and rehabilitation by providing additional funding for preservation and rehabilitation of existing housing stock, identified in Section III, Housing Principle 6. The plan further supports this policy by identifying housing rehabilitation programs as an implementing measure in Section VII.

**Policy 4.7 Balanced Communities** calls for striving for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.

32. The Plan supports balanced communities through Housing Principle 5. This principle states, "Provide a mix of housing opportunities consistent with the range of choices that existed within the urban renewal 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." The year 2000 benchmark will be used to assess balance, and to mitigate the effects of gentrification.

**Policy 4.10 Housing Diversity** calls for promoting 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.

33. The Plan supports housing price and rent diversity, and a fuller range of housing types through Housing Principles 2 and 10, identified in Section III of the Plan. This principle will help "Assure that an adequate supply of housing is available to people of all income levels throughout the district." A fuller range of housing types is promoted by Housing Principle 2, which states, "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."

**Policy 4.11 Housing Affordability** calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

34. Overall, the City Council established a policy that at least 30% of all tax increment resources generated after adoption of the policy (2006) are allocated to affordable housing projects and programs. The Plan includes goals and objectives for housing (Section III), and programs and funding to address affordable housing issues (Section VII). Specifically, the plan states that “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.” ... “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.”

**Policy 4.12 Housing Continuum** calls for ensuring that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them.

35. The Plan supports a housing continuum as the goals and objectives in Section III call for providing a variety of housing opportunities from rental to ownership and it will enable additional funding for a variety of housing development and rehabilitation projects as described in Section VII of the Plan.

**Policy 4.14 Neighborhood Stability** calls for stabilizing neighborhoods by promoting: 1) a variety of homeownership and rental housing options; 2) security of housing tenure; and 3) opportunities for community interaction.

36. The Plan supports this policy as it will enable additional funding for housing development and rehabilitation projects as described in Section VII of the Plan. The plan will also fund transportation and community facility projects that will facilitate community interaction.
37. Most new multi-dwelling housing areas within the urban renewal plan area are subject to the Portland Design Overlay zone (33.420) which will help ensure housing development that incorporates design elements that will encourage community interaction.

**Goal 5, Economic Development**, calls for fostering 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 Plan is consistent with this goal because:

38. The Plan supports economic development initiatives as indicated by the Economic Development/Jobs Principles in Section III. The Plan will enable additional funding for business development projects and programs, including business retention, expansion, and recruitment and neighborhood economic development, identified in Section VII of the Plan.
39. The Plan will enable commercial areas along N Lombard, NE Martin Luther King Jr. Blvd, N Denver, N/NE Killingsworth, NE Alberta, and areas along N Interstate Avenue to be eligible for urban renewal funding and programs that support economic development.

**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.

40. The Plan supports the development, redevelopment, rehabilitation and adaptive reuse of urban land through a variety of goals identified in Section III including the productive redevelopment of brownfields (Economic Development Principle 5), the rehabilitation of buildings through storefront grants aimed at the retention and expansion of existing businesses (Economic Development Principle 4), and the preservation of existing housing (Housing Principle 6).

**Policy 5.2 Business Development**, calls for sustaining and supporting business development activities to retain, expand and recruit businesses.

41. The Plan supports business development; the Economic Principles Overview states that the “overall purpose of the economic development principles and of the related projects and program activities identified in Section VII of this plan is to strengthen existing businesses and to assist north/northeast residents in jobs.” The plan further supports this policy through Economic Development Principles 4 (Business Expansion), 6 (Training Facilities), and 9 (Positive Business Environment). The Report on the Amended and Restated Plan (2011) indicates that an estimated \$45 million will be allocated to business development costs.

**Policy 5.3 Community-Based Economic Development**, calls for supporting community-based economic development initiatives consistent with the Comprehensive Plan and compatible with neighborhood livability.

42. The Plan supports community-based economic development initiatives as indicated by the Economic Development/Jobs Principles in Section III. Specifically, Economic Development/Jobs Principle 12: Economic Development Strategy calls for working “toward accomplishing the goals of the City of Portland’s Economic Development Strategy (the “EcDev Strategy”) and Neighborhood Economic Development Strategy (the “NED Strategy”) to create thriving commercial areas, successful neighborhood businesses, and equitable access to quality jobs throughout the Area. [It also strives] to position neighborhoods, local businesses and their residents to connect to and compete in the regional economy.” This policy is

further supported by Business development programs outlined in Section VII of the Plan and the estimated \$45 million allocated to business development indicated in the Report on the Amended and Restated Plan (2011).

**Policy 5.4 Infrastructure Development**, calls for promoting a multi-modal regional transportation system that encourages economic development.

43. The Plan supports multimodal transportation by identifying transportation goals and objectives in Section III of the plan, including Transportation Principle 1, which calls for optimizing light rail investment, and by specifying infrastructure improvements, including right-of-way improvements for access to employment centers, in Section VII of the plan. The effects on the regional transportation system are elaborated in the Citywide Goal 6 findings below.
44. The plan further supports this policy and objective by identifying the goal of redevelopment and revitalization around light rail stations and along main arterials and main streets.

**Policy 5.5 Infrastructure Development**, calls for promoting public and private investments in public infrastructure to foster economic development in Council-designated target areas.

45. The Plan will enable additional funding for infrastructure projects as identified in Section VII of the Plan, including streetscape and pedestrian improvements, and right-of-way improvements to enhance access to employment centers.

**Policy 5.6 Area Character and Identity Within Designated Commercial Areas**, calls for promoting and enhancing the special character and identity of Portland's designated commercial areas.

46. The Plan supports this policy by specifying Economic Development Principle 9 (Positive Business Environment) which calls for recognizing different purposes of areas within the ICURA, and creating an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. The Plan further supports this policy through the Urban Form/Urban Design/Historic Preservation principles of Section III, specifically Principle 2 which calls for development quality that recognizes and builds on the architectural character and assets of the Area, and Principle 4 which calls for utilization of a design review process to assure that major new development is compatible with the character of the area.

**Policy 5.7 Business Environment within Designated Commercial Areas**, calls for promoting a business environment within designated commercial areas that is conducive to the formation, retention and expansion of commercial businesses.

47. The Plan supports the formation, retention, and expansion of commercial businesses for the reasons stated in the findings for citywide Policy 2.11 above and through the

application of Economic Development Principles in Section III, including 4: Business Expansion; 6: Training Facilities; and 9: Positive Business Environment, which calls for creating an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries.

48. The Plan will enable additional funding for business development and property redevelopment, as identified in Section VII of the Plan, including storefront improvement grants, business recruitment and retention programs.

**Goal 6, Transportation**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The Plan is supportive of this goal because:

49. Overall, the Plan will facilitate reinvestment in and the redevelopment of an area that is well served by transit, which will provide residents with transportation choices, reduce the need for employees and customers to rely on automobile travel for access; and reduce air pollution and traffic congestion on the City's street system. The plan supports this Goal through its goals and objectives (Section III) that call for optimizing light rail investment, and the Transportation principles that call for improving access and transportation options, encouraging alternatives to auto travel , and reducing truck impacts on residential streets.

**Policy 6.19 Transit-Oriented Development**, calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers.

50. The Plan supports this policy through goals and objectives in Section III that call for optimizing light rail investment through creation of catalyst projects near light rail and other key locations, and through Revitalization principles that call for focusing development at light rail stations, on main streets, and at other key nodes in the area. The plan will enable additional funding for housing and commercial rehabilitation and development projects as listed in Section VII of the Plan that will enable transit-oriented development at station communities, St. Johns Town Center, and along main street segments.

**Policy 6.22 Pedestrian Transportation**, calls for planning and completion of a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

51. The Plan supports this policy through goals and objectives in Section III that call for enhancing the pedestrian environment and by enabling additional funding for Infrastructure projects such as sidewalks, pedestrian-ways, trails, and curb

extensions as indicated in the plan in Section VII, Urban Renewal Projects and Programs.

**Policy 6.23 Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

52. The Plan supports this policy as it will enable additional funding for Infrastructure projects such as right-of-way improvements to enhance safe and convenient bicycle access to employment areas as indicated in the plan in Section VII, Urban Renewal Projects and Programs.

**Policy 6.34 North Transportation District**, calls for reinforcing neighborhood livability and commercial activity by planning and investing in a multimodal transportation network, relieving traffic congestion through measures that reduce transportation demand, and routing non-local and industrial traffic along the edges of the residential areas.

53. The Plan supports this policy and objectives as the Goals and Objectives in Section III call for improvements to the transportation system that will provide and enhance transportation options, and the plan's Transportation principles specifically call for creating a safe and pleasant pedestrian environment, optimizing light rail transit investment, encouraging alternatives to auto travel, and minimizing the impact of trucks on residential streets. Further, the plan will enable additional funding for infrastructure projects as outlined in Section VII of the Plan.

**Goal 7, Energy**, calls for promoting a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The Plan is supportive of this goal because:

54. The Plan facilitates the development and redevelopment of areas within the URA plan boundaries in a compact, transit oriented development framework that is more energy efficient than one which relies upon automobiles for many trips.

**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 City also shall promote energy efficient new housing by enforcing the energy saving standards in the state building code.

55. The Plan supports this policy as it will enable additional funding for development and rehabilitation of residential buildings that will be designed to meet current building codes that promote energy conservation. Further, most of the housing investments will be public/private partnerships for development.



**Policy 7.6 Energy Efficient Transportation**, calls for providing opportunities for non-auto transportation including alternative vehicles, buses, light rail, bikeways, and walkways.

56. The Plan supports this policy as the Goals, Objectives and principles of Section III call for optimizing light rail transit investment and enhancing opportunities pedestrian and bike travel. Further, the plan will enable additional funding for improvements to pedestrian and bicycle facilities as outlined in Section VII, Urban Renewal Projects and Programs.

**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 Plan is supportive of this goal because:

57. Overall, the Plan supports this goal by facilitating - through reinvestment in and redevelopment of station areas, main streets, and town center areas - a more compact, efficient, and convenient land use pattern that will reduce reliance on auto travel. This will, in turn, have a positive effect on air quality, noise pollution and other environmental conditions, by replacing automobile trips with cleaner and quieter light rail and other non-auto trips.
58. The Plan boundary includes a section of the Willamette River waterfront at Lower Albina and Swan Island, Columbia River (Portland Harbor) waterfront along the north side of Bridgeton Neighborhood and the Expo Center. Parks and Open Space Principle 5 calls for the protection of natural areas.
59. New development within the urban renewal area is not expected to affect water quality within the Columbia Slough. The area to the south of the slough is in a combined (storm water and sanitary) sewer area. The Portland Bureau of Environmental Services is in the process of activating a new public facility to intercept all combined sewage and hold it for processing at the sewage treatment plant.

**Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process. The Plan is supportive of this goal because:

60. The Plan was created in 2000 and amended in 2011 through an extensive citizen involvement process. See Section II and Exhibit C of the Plan for details on the citizen involvement process.
61. General Principle 1 of Section III of the Plan further states "The planning and implementation of the Interstate Corridor Urban Renewal Area 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. To assure accountability, an Advisory Committee will remain in place for the duration of the

URA, with broad and diverse representation from the community. Information will be accessible to the community. Particular emphasis will be given to engaging those sectors of the community not typically involved in this type of project, including the housebound and those who do not speak English. Communications will be in an accessible format where needed.”

62. Over the course of the urban renewal area an Interstate Corridor Urban Renewal Advisory Committee composed of members of local neighborhoods and business associations was formed and has met over several years to advise the urban renewal process.
63. The 2011 amendment process included extensive public outreach with public meetings and hearings at each step in the process, including the following:
  - On December 10, 2008, the Portland Development Commission directed staff to analyze past and planned investments, possible boundary adjustments and priorities for investments in the Oregon Convention Center and Interstate Corridor Urban Renewal Areas. This study became known as the N/NE Economic Development Initiative.
  - The PDC began the N/NE Economic Development Initiative with over 500 community conversations and interviews.
  - The PDC Board was briefed on May 27, 2009 upon completion of a preliminary financial feasibility study.
  - The Jazz on the Mississippi event on September 12, 2009 was the public kickoff event for the N/NE Economic Development Initiative.
  - The PDC convened the N/NE Economic Development Initiative Community Advisory Committee (N/NE CAC) in August 2009 to study and provide recommendations on potential boundary adjustments and planned investments. The N/NE CAC represented a broad community interest. They held 12 meetings to develop the recommendations that formed the basis of the amendment. N/NE CAC meetings were televised on Portland Community Media CityNet30 and posted online at Blip.TV. Public attendance at these meetings averaged between 60 and 75 individuals. The in-person attendance total for the 12 meetings was approximately 800 people. Meetings were held on:
    - a. August 19, 2009
    - b. September 16, 2009
    - c. October 7, 2009
    - d. December 2, 2009
    - e. January 6, 2010
    - f. January 20, 2010
    - g. February 3, 2010
    - h. February 17, 2010
    - i. March 3, 2010
    - j. March 24, 2010
    - k. April 21, 2010
    - l. May 19, 2010 – The committee voted on recommendations to expand ICURA at this meeting

- The PDC published advertisements for the N/NE Economic Development Initiative in community newspapers such as the Portland Observer, The Skanner, Asian Reporter, El Hispanic News, Sentinel, and the Eliot News.
- The Interstate Corridor Urban Renewal Advisory Committee (ICURAC) was briefed on the process at their regular meetings, held on:
  - a. May 21, 2009 – Joint meeting with OCCURAC
  - b. July 20, 2009
  - c. October 26, 2009
  - d. December 14, 2009
  - e. February 22, 2010
  - f. April 19, 2010
  - g. July 19, 2010
  - h. November 29, 2010
  - i. April 18, 2011
- The Oregon Convention Center Urban Renewal Advisory Committee (OCCURAC) was briefed on the process at their regular meetings held on:
  - a. May 21, 2009 – Joint meeting with ICURAC
  - b. September 30, 2009
  - c. October 26, 2009
  - d. November 16, 2009
  - e. January 26, 2010
  - f. June 21, 2010
  - g. April 11, 2011
- In addition, PDC made presentations at area neighborhood and business associations:
  - a. Martin Luther King Jr. Blvd. Advisory Committee – September 6, 2008 and January 29, 2009
  - b. St. Johns Main Street Coalition - September 2009 and February 2010
  - c. Eliot Neighborhood Association – November 6, 2009
  - d. African American Alliance – December 17, 2009 and June 17, 2010
  - e. St. Johns Neighborhood Association - March 16, 2010
- PDC developed technical assistance agreements with each of the four minority chambers of commerce—the Hispanic Metropolitan Chamber of Commerce, the African American Chamber of Commerce, the Oregon Native American Chamber of Commerce, and the Philippine-American Chamber of Commerce. Each of these chambers provided communications and outreach recommendations and business opportunities for the N/NE Economic Development Initiative.
- The PDC maintained and updated a project web site (<http://www.pdc.us/four/nnestudy>) that included basic project information, announcements of public events, project documents and staff contact information.
- The PDC delivered frequent e-blasts to an interested parties list of over 600 individuals that was developed through the outreach process. The PDC also

used social media, including Facebook and Twitter to publicize the N/NE Economic Development Initiative.

- The Northeast Coalition of Neighborhoods, in conjunction with the Urban League of Portland and Portland State University held four community forums in February and March 2010. Over 200 citizens participated in these forums.
- The main tools used to collect information from the public were comment cards at all public meetings, comments from website and a log of all comments and questions raised during the N/NE CAC meetings.
- The PDC mailed postcards to all affected residents, businesses, and property owners within the proposed expansion areas in April 2010.
- The Board was briefed on July 26, 2010 where staff presented the N/NE CAC recommendations and report.
- A press release was issued on March 4, 2011 informing the public that PDC would be moving forward with the N/NE CAC recommended ICURA expansion.
- The PDC met with all taxing jurisdictions, including Portland Public Schools, Metro, and Multnomah County in May 2011.
- The PDC published the Plan and Report on June 6, 2011.
- The Portland Development Commission approved the Plan at an advertised public meeting June 8, 2011.
- The Planning Commission held a public hearing on June 28, 2011.
- A notice will be sent to owners of real property within the City 30 days prior to the City Council hearing and proposed action.
- City Council held a public meeting on the Plan on July 20, 2011, with a second reading on July 27, 2011.

**Policy 9.1 Citizen Involvement Coordination**, calls for encouraging citizen involvement in land use planning projects by actively coordinating the planning process with relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public hearings to neighborhood associations, business groups, affected individuals and the general public.

64. The Urban Renewal Advisory Committee includes representatives from the area neighborhoods and businesses, and the Portland Development Commission sought input from neighborhood and business organizations as part of the N/NE Economic Development Initiative as outlined in the finding for Statewide Goal 1 and as identified in Section II and Exhibit C of the Plan.
65. The PDC maintained a project website with background documents and meeting summaries available for download.
66. The Plan and Report were posted to the project website and available for download prior to the Portland Development Commission public hearing.
67. Notice of the Portland Development Commission public hearing on June 8, 2011 was advertised in the Oregonian.

68. Notice of the Planning and Sustainability Commission public hearing on June 28, 2011, was advertised in the Oregonian and an agenda was sent to interested parties by e-mail.
69. Notice of the City Council hearings were mailed to all owners of real property in the City of Portland, as required by ORS 457.120 30 days prior to the Council hearing.

**Goal 11A, Public Facilities**, calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The Plan is consistent with this goal because:

70. The Plan will facilitate funding for projects that will promote improvements to existing infrastructure and public services and facilities in the URA, thereby facilitating new development and land uses at densities specified by the Comprehensive Plan, and encouraging the efficient use of existing infrastructure rather than creating new infrastructure and development in rural areas.
71. The Plan supports the efficient use of infrastructure by facilitating redevelopment of sites in transit station communities, along main street segments, and in the St. Johns town center for more intense use.

**Policy 11.1 . Service Responsibility**, calls for the City of Portland to provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

1. streets and other public ways
2. sanitary and stormwater sewers
3. police protection
4. fire protection
5. parks and recreation
6. water supply
7. planning, zoning, buildings and subdivision control.

72. The Plan supports this policy as it will help provide the necessary funding resources to implement the types of infrastructure projects and public improvements identified in Section VII of the Plan, Urban Renewal Projects and Programs. These include renovation of city parks, construction of recreational trails, and streetscape improvements to public rights of way.

**Goal 11 B, Public Rights-of-Way**, calls for improving the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry. The Plan is consistent with this goal because:

73. The Plan supports this policy as it calls for focusing investment and improvements in public rights-of-way in station communities, main streets, and a town center identified in the Metro 2040 Growth Concept. It will enable additional funding for

transportation projects that will improve connectivity and enhance pedestrian and bicycle routes, including intersection, pedestrian streetscape, and bicycle improvements as stated in Section VII, Urban Renewal Projects and Programs.

**Policy 11.9 Project Selection**, calls for giving priority consideration through the capital improvement program process to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability.

74. The Plan supports this policy as it will help fund transportation improvements and enable redevelopment of sites in the St. Johns Town Center, light rail station communities, and along main street segments to more intensive, mixed-use, transit-oriented development.
75. North Lombard, NE Alberta, N Denver, N/NE Killingsworth and NE Martin Luther King Jr. Blvd. are designated as 2040 Main Streets. The Plan will enable funding for transportation improvement projects that will support mixed-use, pedestrian-friendly development along the corridor.
76. As identified in Section VII, the Plan will enable additional funding for transportation projects that will improve connectivity and enhance pedestrian and bicycle routes to commercial and employment areas.

**Goal 11 F Parks and Recreation**, calls for maximizing the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The Plan is consistent with this goal because:

77. As identified in Section VII, Urban Renewal Projects and Programs, the Plan will facilitate parks and open space acquisition and improvement of parks and other public areas. Specifically, the plan calls for renovation of Unthank Park and Dawson Park, and acquisition of land for a park in the Humboldt neighborhood, an area identified as park deficient.

**Goal 11 I Schools**, calls for enhancing the educational opportunities of Portland's citizens by supporting the objectives of Portland School District #1 and adjacent districts through assistance in planning educational facilities. The Plan is consistent with this goal because:

**Policy 11.56 Maximize Investments** calls for supporting school district facility and program investments in redeveloping neighborhoods through the City's allocation of housing assistance and park improvement investments.

78. The Plan boundary includes several schools. The City has partnered with local school districts to better support them by stabilizing enrollment through housing development and coordination of public infrastructure improvements near schools. As stated in Section VII, Projects and Programs, the Plan will provide the opportunity for funding for future facility improvements, as well as housing programs and public facility improvements in the adjacent areas.

**Policy 11.57 Safety** calls for providing traffic improvements, such as sidewalks and bikeways, to promote safe routes to schools.

79. As identified in Section VII, Urban Renewal Projects and Programs, the Plan identifies funding for transportation projects that will improve pedestrian and bicycle routes and safety.

**Goal 12, Urban Design**, calls for the enhancement of Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The Plan is consistent with this goal because:

80. The Plan will provide funding resources to support the continued development of the Interstate Corridor transit station areas, as well as the main streets and town center areas within the urban renewal plan area.
81. The Plan supports enhancement of the urban design characteristics of the plan area through the Urban Form/Urban Design/Historic Preservation principles identified in Section III of the Plan. Specifically, the plan calls for high quality development that build on existing character and assets; makes preservation of historically significant buildings and objects a high priority; calls for design review of significant renewal-funded development projects; and supports partnerships to invest in public art.

**Policy 12.1 Portland's Character**, calls for enhancing and extending Portland's attractive identity. Build on design elements, features and themes identified with the city. Recognize and extend the use of city themes that establish a basis of a shared identity reinforcing the individual's sense of participation in a larger community.

82. The Plan supports Portland's character through the Urban Form Principles stated in the Section III of the Plan, particularly Principles 2-6. Specifically, the plan calls for building on existing architectural character and assets of the area, focusing on preservation of historically significant structures, and the use of design review to ensure high quality an compatible development.

**Policy 12.2 Enhancing Variety**, calls for promoting the development of areas of special identity and urban character with the City's residential, commercial and industrial areas having attractive identities that enhance the urbanity of the City.

83. The Plan supports urban character and special identity through the Urban Form Principles stated in the Section III of the Plan, particularly Principles 2-6. Further, the Plan, through project and programs, will enable development of sites in the Interstate station communities, St Johns Town Center, and the main street segments in the plan area, which each have unique characteristics and have adopted plans that speak to the desired characteristics of new development.

**Policy 12.3 Historic Preservation**, calls for enhancing the city's identity through the protection of Portland's significant historic resources. Preserve and reuse historic artifacts as part of Portland's fabric. Encourage development to sensitively incorporate preservation of historic structures and artifacts.

84. The Plan supports urban character and special identity through the Urban Form Principles stated in the Section III of the Plan, particularly Principle 3: Historic Preservation, and Principle 5: Heritage. The plan further supports this policy by calling for design review of new development to ensure quality and compatibility with the character of the area.

**Policy 12.4 Provide for Pedestrians**, calls for recognizing that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland's citizens and visitors experience the city as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those traveling on foot have comfortable, safe and attractive pathways that connect Portland's neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions.

85. The Plan supports this policy as Transportation Principles in Section III call for creating a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit. This policy is further supported by findings stated in the citywide Goal 6 transportation findings above, and through the Infrastructure Projects and Programs in Section VII of the plan, which specifically identifies pedestrian oriented improvement projects, including streetscape improvements on N/NE Killingsworth Street and N Lombard Street, which are designated metro 2040 main streets and act as centers of commercial and community activity for the area.

**Policy 12.6 Preserve Neighborhoods**, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places and to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

86. The Plan helps preserve neighborhoods for the reasons stated in the findings for citywide Goal 3 Neighborhoods above, and through the Urban Form Principles stated in the Section III of the Plan, which call for enhanced design oversight for new projects to ensure compatibility and quality.

**Policy 12.7 Design Quality**, calls for enhancing Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. Encourage the design of the built environment to meet standards of excellence while fostering the creativity of architects and designers. Establish design review in areas that



are important to Portland's identity, setting, history and to the enhancement of its character.

87. The Plan encourages design quality through the Urban Form Principles stated in the Section III of the Plan, specifically principles 2 and 8 which call for enhanced development quality and a design review process for new renewal-funded development projects. Further, the city has employed the design overlay zone (PCC 33.425) to much of the area where development and rehabilitation projects are likely to occur, and hence projects will be subject to a review that is designed to address key design and character supporting unique design characteristics and features in each of the plan's different station community, main street and town center areas.

### **B. Albina Community Plan**

The Albina Community Plan, including its associated Neighborhood Plans, was adopted by City Council on September 30, 1993. The policies and objectives of the plan were adopted as part of the Comprehensive Plan by Ordinance No. 167054. The Albina Community Plan articulates, in more detail than the citywide Comprehensive Plan, a vision for the revitalization of much of inner north and northeast Portland. The Plan expressly provides in General Principle 5 that, "The Albina Community Plan and its associated neighborhood plans, adopted by City Council in 1993, will serve as the cornerstone for the Interstate Corridor Urban Renewal Plan." In general, the Plan is supportive of the Albina Community Plan because:

88. The Plan encourages investment in the Albina Community Plan area and enhances it's attractiveness as an employment and residential center.

**Policy IA: General Land Use:** Encourage residential, recreational, economic and institutional developments that reinforce Plan Area neighborhoods; increase the attractiveness of Albina to residents, institutions, businesses and visitors; and create a land use pattern that will reduce dependence on the automobile.

89. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in development and rehabilitation of buildings, investment in public facilities and transportation infrastructure, and investment in economic development programs to enhance the local business environment that will increase the attractiveness of the Albina area and create a more transit-supportive land use pattern thus reducing dependence on the automobile.

**Policy IB: Livable Neighborhoods:** Protect and improve the livability of the residential neighborhoods within the Albina Community. Direct new development activity to those areas that have experienced or are experiencing a loss of housing. Ensure the compatibility of new development with nearby housing. Foster the development of complete neighborhoods that have service and retail businesses

located within or conveniently near to them. Promote increases in residential density without creating economic pressure for the clearance of sound housing.

90. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in development and rehabilitation of buildings that will increase the supply of housing and commercial development that serves the community. Specifically, the plan includes business development programs that provide assistance and incentives, including loans grants or other funding mechanisms that will enhance local commercial development. Housing programs include homebuyer programs, funding for housing rehabilitation and rental repair, and strategic new housing and mixed use developments.

**Policy IC: A Pattern of Green:** Enhance the Albina area with attractive and well maintained parks and open spaces. Ensure that open space and recreation facilities in the Albina Community meet the needs of present and future residents. Develop green links between Albina's parks and recreational facilities, its residential areas, a citywide system of green spaces and nearby natural areas.

91. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in parks and open space to meet community needs. Specifically, the plan calls for renovation of Unthank and Dawson parks, as well as development of a new park in the Humboldt neighborhood.

**Policy ID: Economic Development:** Foster development of distinct, well-anchored commercial, institutional and industrial nodes and centers that serve the needs of the community, attract shoppers from throughout the region and take advantage of the close proximity of the district to the Central City, Oregon Convention Center and Columbia Corridor. Ensure that institutions have opportunities for growth that meet their needs. Support the expanding and new industrial firms that provide family wage jobs to Albina Community residents. Protect residential neighborhoods from negative impacts associated with commercial, institutional and/or industrial growth.

92. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in economic development and jobs to strengthen existing businesses and assist residents in meeting jobs needs. The plan further supports this policy by focusing economic and business development activity in key nodes and areas that function as commercial and employment centers such as Metro 2040 designated main streets, and portions of Swan Island.

**Policy IE: Transit Supportive Land Use:** Focus new development at locations along transportation corridors that offer opportunities for transit supportive

developments and foster the creation of good environments for pedestrians in these areas.

93. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in housing, and economic development that will foster development and revitalization of buildings in areas that are well-served by transit; these include several main street areas and in Interstate MAX station communities.

**Policy II: Transportation:** Take full advantage of the Albina Community's location by improving its connections to the region. Emphasize light rail transit as the major transportation investment while improving access to freeways to serve industrial and employment centers. Protect neighborhood livability and the viability of commercial areas when making transportation improvements. Provide safe and attractive routes for bicyclists and pedestrians.

94. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for investment in transportation facilities to optimize light rail investment, create a safe and pleasant environment for pedestrian and bicyclists, while maintaining and in some cases improving access for other modes of travel to support economic development and other goals.

**Policy III: Business Growth and Development:** Stimulate investment, capital formation, and job creation benefiting Albina enterprises and households. Expand and diversify the area's industrial, commercial, and institutional employment base. Aggressively market the Albina Community to investors, developers, business owners, workers, households, and tourists.

**Policy IIIA: Business Investment and Development:** Build a sustainable and robust economic activity and employment base in the Albina Community. Use public policies and resources to capture and direct the benefits of growth in community institutions and Albina Impact Area industries to Albina Community enterprises and households. Improve the competitive position and performance of the community's retail and service sectors. Maintain the public infrastructure necessary to support the expansion of economic activities and employment.

**Policy IIIB: Commercial, Institutional and Employment Centers:** Recruit, retain, and encourage expansion of economic activities and institutions which enhance neighborhood livability. Conserve community assets and resources. Use public programs and resources to encourage more efficient design and utilization in the Albina Community's commercial, institutional and industrial centers.

**Policy IIIC: Household Income and Employment:** Use public resources to stimulate the creation of new sources of household income and family-wage employment for community residents. Focus economic development activities to produce the greatest positive impact on those portions of Albina suffering most severely from under-utilization of human resources.

95. The Plan supports these policies because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development investments and programs designed to expand the area's employment base and assist residents through job creation. The plan's General Principles specifically call for efforts that benefit existing residents and businesses in the area, and the Economic Development principles further call for strengthening existing businesses, expansion of business in the areas, creating a positive business environment with family-wage jobs, and wealth creation in the community. The plan further supports these policies by including projects and programs aimed at Business Development, including the provision of financial mechanisms to assist businesses and create employment opportunities in the area, marketing the area to prospective employers and business customers, and by property development assistance. The plan also calls for projects and programs to enhance public infrastructure, including pedestrian and bike improvements along key commercial streets and access to employment centers.

**Policy IV: Jobs and Employment:** Reduce the unemployment rate among Albina residents. Strengthen programs that provide education, job training, job retention skills and services that prepare area residents for long-term employment and that create opportunities for career advancement. Ensure that job training programs include comprehensive services that are ethnically and culturally sensitive.

96. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development actions and investments that support expansion of existing businesses that offer family wage jobs, foster entrepreneurship, and create wealth for community members.

**Policy V: Housing:** Increase housing opportunities for current and future residents of the Albina Community by preserving and rehabilitating the existing housing stock, constructing appropriate infill housing in residential neighborhoods and building higher density housing near business centers and major transit routes. Stimulate new housing investment by emphasizing the Albina Community's central location, established public services, and quality housing stock.

97. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for housing actions and investments that create new housing units, rehabilitate existing housing stock, and provide financial assistance for home-ownership.

**Policy VII: Public Safety:** Improve public safety in the Albina Community and ensure that those living, working and visiting in the area are safe and have their property and human rights protected.

98. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for safety improvements to the transportation system and particularly pedestrian safety. The plan's revitalization goals generally support an environment that promotes public safety by rehabilitating blighted structures and environments.

**Policy VIII: Family Services:** Empower all families and individuals in Albina to live successful and productive lives by improving access to the sources they need to manage their own lives and by removing barriers and creating equitable access to quality health care, social services, employment opportunities, a variety of housing choices, transportation and education. Ensure that the delivery of family services is well coordinated, comprehensive and prevention-oriented. Encourage cooperation among citizens, governmental bodies, schools, and private and nonprofit organizations to provide planning, funding and support for family services.

99. The Plan supports this policy, in part, because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development actions that support employment growth and family-wage jobs in the plan area, and housing developments and transportation improvements that will benefit families in the plan area.

**Policy IX: Community Image and Character:** Build a positive identity for the Albina Community throughout the metropolitan area. Reinforce Albina's identity as a part of Portland and celebrate its special diverse architectural and cultural character. Provide opportunities for people outside of the district to experience the positive characteristics of the Albina Community. Strengthen the Albina Community's sense of place through the promotion of its art, history and culture.

**Policy IXA: Arts and Culture:** Encourage private and public organizations to participate in activities and actions that create a sense of identity and community among those living and working in the Albina Community. Promote the importance of art as a means for community pride, involvement and revitalization.

**Policy IXB: Urban Design:** Improve the physical appearance of Albina. Enhance the desirable and distinctive characteristics of the Albina Community and its individual residential, commercial and employment districts. Strengthen visual and physical connections to the rest of the city. Mark transitions into neighborhoods and districts. Create a safe and pleasant environment for pedestrians. Strengthen the pattern of green that exists throughout the Albina Community.

**Policy IXC: Historic Preservation:** Protect the rich historic, cultural and architectural heritage of the Albina Community for its residents, workers and visitors.

100. The Plan supports these policies because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for economic development and other actions that will strengthen the area's housing stock, commercial businesses, and parks and recreation facilities and enhance its attractiveness and identity as a special place in Portland. The Principles in Section III also call for investments that enhance the sense of identity in the area, including plazas, gateways, and public art, as well as economic development, housing, transportation and public facilities investments that will strengthen and enhance residential and commercial districts in the urban renewal plan area. The plan further supports this policy through Urban Form/Urban Design/Historic Preservation principles that call for recognition of the area's heritage, place a high priority on preservation and maintenance of significant buildings and landmarks, and call for design review of new buildings to ensure compatibility.

**Policy X: Environmental Values:** Maintain a strong commitment to preserving and improving the environment within the community and its neighborhoods, including air, water and soil quality and related natural values.

101. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify 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."

### **C. Albina Neighborhood Plans**

The following Neighborhood Plans were adopted as part of the Albina Community Plan by Portland City Council on the dates listed below.

- Arbor Lodge Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Boise Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Concordia Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Eliot Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Humboldt Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Kenton Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054; amended by Ordinance No. 175210
- King Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054

- Piedmont Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Sabin Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054
- Woodlawn Neighborhood Plan (1993) Ordinance No. 166786; Readopted by Ordinance No. 167054

102. The Plan is consistent with the Portland Comprehensive Plan and Albina Community Plan, as shown in findings in Section A and Section B. Each of the Albina Neighborhood Plans conforms to the Albina Community Plan and Portland Comprehensive Plan. The Plan conforms to and supports the provision of the Albina Community Neighborhood Plans for the reasons stated in the citywide and Albina Community Plan findings above.

#### **D. St Johns/Lombard Plan**

The City Council adopted the St Johns/Lombard Plan on May 26, 2004. The policies and objectives of the plan were adopted as part of Portland's Comprehensive Plan by Ordinance No. 178452. In general, the Plan is supportive of the St. Johns/Lombard Plan because:

103. The Plan supports the St. Johns/Lombard Plan as it will provide opportunity for investment and redevelopment along key commercial main streets within the St Johns town center, and enhances it's attractiveness as an employment and commercial center.

**Policy 1: Land Use and Placemaking:** Accommodate growth and change in a manner that fosters the area's sense of place as a small town and main street within the city. Take advantage of its unique setting near the Willamette River, and support development of vital commercial areas.

104. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, housing actions that support development and revitalization, and investments in the transportation system and public facilities in the urban renewal plan area. Specifically, the plan calls for redevelopment of a brownfield site in St. Johns that will improve the commercial main street area.

**Policy 2: History and Identity:** Strengthen the identity of the St. Johns and Lombard Street areas through development and community activities that integrate and build on the area's distinctive history and architecture.

105. The Plan supports this policy because the plan's Goals and Objectives (Section III) call for making preservation and maintenance of identified historically and or

culturally significant buildings, landscapes, and objects a high priority of urban renewal activities.

**Policy 3: Transportation:** Provide for a balanced multimodal transportation system that supports the urban development concept and land use vision for the town center and main street.

106. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for transportation system improvements that enhance mobility for multiple transportation modes, and specifically enhance safety and comfort for pedestrians and bicyclists.

**Policy 4: Economic Development:** Build vital commercial areas in St. Johns and on Lombard Street by strengthening existing businesses, attracting new businesses that foster a positive identity for the areas, and encouraging housing to support retail and other community amenities.

107. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation. The plan's Business Development projects and programs include business recruitment and financial mechanisms that will promote and facilitate employment opportunities in the area. Property Development programs include development assistance, and storefront improvement programs to support neighborhood economic development activities. The urban renewal plan's housing projects and programs provide an opportunity to support and enable housing and mixed use development in the Downtown St. Johns area and along the Lombard main street that will support commercial activity.

108. The Plan supports this policy because the St Johns/Lombard Plan calls for considering the use of economic development tools such as urban renewal.

**Policy 5: Housing:** Provide for a broad range of well-designed and compatible housing to accommodate local and regional housing needs, and to support development of vital town center and main street commercial areas.

109. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) provide an opportunity to support and enable housing and mixed use development in the Downtown St. Johns and Lombard main street areas that will support commercial activity and meet community housing needs.

**Policy 6: Environment:** Promote the development of a built environment that fosters ecological quality and uses sustainable development practices.

110. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify 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.”

### **E. Portsmouth Neighborhood Plan**

City Council adopted the Portsmouth Neighborhood Plan on June 26, 2002. The policies and objectives of the plan were adopted as part of Portland's Comprehensive Plan by Ordinance No. 176614. The Plan is supportive of the following policies:

**Policy 1: Portsmouth Identity:** Build a strong neighborhood identity that fosters a sense of pride and community among Portsmouth residents. Celebrate, and strive to maintain, the cultural and ethnic diversity of the neighborhood. Strengthen the sense of neighborhood history in the Portsmouth neighborhood.

111. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for maintaining and enhancing community identity and enables funding for projects that will enhance the community. The plan's Goals and Objectives also call for making preservation and maintenance of identified historically and or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities.

**Policy 2: Parks, Open Space, and Recreational Trails:** Celebrate the neighborhood's unique location between two rivers by protecting and enhancing Portsmouth's parks, open space and recreational trails. Encourage people to use Portsmouth's parks, recreation facilities, and open spaces.

112. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) identify parks and open space goals and enable funding for improvements and enhancements to parks and open spaces within the plan area.

**Policy 3: Public Safety:** Create a secure and comfortable neighborhood where people feel safe in their homes, on the neighborhood's streets and in its parks and schools. Develop a proactive partnership between Portsmouth residents, the Police Bureau and other agencies to help maintain a safe neighborhood.

113. The Plan is consistent with this policy as the plan seeks to facilitate improvements and development along main streets and in other areas that will enhance and revitalize the area and create more opportunities for community interaction.

**Policy 4A: Neighborhood Livability, Environmental Health:** Promote the public safety and environmental health of the community. Explore mitigation measures when land uses adversely impact the livability of the Portsmouth neighborhood.

114. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify 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."

**Policy 4B: Neighborhood Livability, Neighborhood Appearance:** Improve Portsmouth neighborhood's appearance by maintaining property, keeping the neighborhood clean, and planting more green and landscaped areas. Encourage new development to be compatible with the existing character of the neighborhood.

115. The Plan is consistent with this policy as the plan seeks to facilitate rehabilitation and development that will enhance and revitalize the area. In Section III, the plan's Urban Form/Urban Design/Historic Preservation principles call for recognizing the heritage of the area, making preservation and maintenance of historically significant structures a priority, and ensuring compatibility of renewal-funded new development compatible with neighborhood character through a design review process. The plan further supports this policy by identifying in Section VII Lombard Streetscape improvements that will improve the pedestrian environment and enhance the appearance of this key community main street.

**Policy 6A: Business Growth and Development, Lombard Main Street:** Develop Lombard as a main street that provides neighborhood services and is a safe, pleasant environment for pedestrians and transit riders. Foster a pedestrian-oriented node along Lombard from Fiske to Portsmouth by protecting existing storefront commercial buildings and encouraging new pedestrian-oriented mixed-use, commercial, and residential developments.

116. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation. The urban renewal plan's housing projects and programs provide an opportunity to support and enable housing and mixed use development on the Lombard main street that will support commercial activity. Specifically, in section VII the plan provides for Storefront Improvement, Commercial Expansion, and Business Recruitment programs, and a Lombard Streetscape project; these will enhance the viability, pedestrian safety, and appearance of the North Lombard main street area.

**Policy 6B: Business Growth and Development, Residential Neighborhoods:** Protect residential neighborhoods from adverse impacts of commercial uses. Promote home-based businesses in the neighborhood. Provide opportunities for retail and start-up businesses in Columbia Villa.

117. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions

and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation.

**Policy 7: Transportation:** Create a safe environment in which to walk, cycle, ride public transit, and drive. Protect neighborhood livability and the viability of commercial areas when making transportation improvements. Strive to ensure accessibility throughout the neighborhood and encourage people to use non-motorized modes of transportation.

118. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for transportation system improvements that enhance mobility for multiple transportation modes, and enhance safety and comfort for pedestrians and bicyclists. The plan further supports this policy by identifying in Section VII Lombard Streetscape improvements that will improve the pedestrian environment and enhance the appearance of this key community main street.

**Policy 8: Housing:** Strengthen the residential base of the Portsmouth neighborhood by preserving viable existing housing and constructing new housing which is responsive to the needs of present and future generations of households. As property values rise, ensure that there continues to be affordable housing in the neighborhood.

119. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) provide an opportunity to support and enable housing development and rehabilitation as well as assistance for home-buyers.

#### **F. Bridgeton Neighborhood Plan**

City Council adopted the Bridgeton Neighborhood Plan in November 1997. The policies of the plan were adopted as part of Portland's Comprehensive Plan by Ordinance No. 171238. The Plan is supportive of the following policies:

**Policy 1: Housing, Business, and Neighborhood Design:** Improve and maintain Bridgeton as a residential and commercial neighborhood with a unique recreational marine orientation.

120. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) include economic development actions and investments that foster revitalization of commercial areas, strengthening existing businesses, and job creation. The urban renewal plan's housing projects and programs provide an opportunity to support and enable housing and mixed use development.

**Policy 2: Transportation and Public Utilities:** Create a transportation network that provides accessibility and safety while retaining the special charm, character, pedestrian and bicycle orientation, and scenic views of Bridgeton.

121. The Plan supports this policy because the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for transportation system improvements that enhance mobility for multiple transportation modes, and specifically enhance safety and comfort for pedestrians and bicyclists.

**Policy 3: Environment:** Protect and enhance the integrity of North Portland Harbor, the shoreline dike, the Bridgeton Slough, and other natural resources of Bridgeton neighborhood.

122. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) identify 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."

**Policy 4: Community:** Maintain the sense of community within the Bridgeton neighborhood.

123. The Plan is consistent with this policy as the plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) call for maintaining and enhancing community identity and enable funding for projects that will enhance the community. The plan's Goals and Objectives also call for making preservation and maintenance of identified historically and or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities.

**Policy 5: Public Safety:** Foster and maintain a safe and healthy environment for residents, businesses and visitors.

124. The Plan is consistent with this policy as the plan seeks to facilitate improvements and development that will enhance and revitalize the area and create more opportunities for community interaction.

## **G. North Interstate Corridor Plan**

City Council adopted the North Interstate Corridor Plan on July 23, 2008 by Ordinance No. 182072. The North Interstate Corridor Plan contains map and code amendments to encourage high density, high quality, transit supportive development; it does not contain policies or objectives.

125. The Plan is supportive of the North Interstate Corridor Plan as the Plan's Goals and Objectives (Section III) and Projects and Programs (Section VII) promote well

designed transit supportive development of the Interstate Avenue corridor and station areas. The plan also enables funding for enhancements to the transportation system and for enhancements to pedestrian safety and comfort.