

Exhibit C

Description of Outreach Efforts for the Interstate Corridor Urban Renewal Area

The Interstate Urban Renewal planning process included extensive outreach to the North/Northeast Portland community. It was guided by a Public Involvement Strategy developed in November 1999 with input from the Interstate Corridor Advisory Committee. The following list highlights some of the methods and approaches used to implement the Public Involvement Strategy and overall outreach effort.

- The Interstate Corridor Advisory Committee, with representatives appointed by stakeholder organizations (neighborhood associations, business associations, community-based organizations, etc.), met monthly (sometimes more often) from November, 1999 to May, 2000, with the primary purpose of preparing a recommended urban renewal plan, URA boundaries, and spending priorities for the URA.
- Public comment was taken at the beginning and end of each Advisory Committee meeting. This information was used to write guiding principles, procedures and project ideas that will be part of the urban renewal plan.
- Small breakout groups at Advisory Committee meetings encouraged discussion and idea generation to help develop guiding principles for urban renewal in the Interstate Corridor.
- Advisory Committee members passed along information and decisions made at their monthly meetings to their respective constituents.
- Commission staff made presentations to more than 40 neighborhood associations, business associations, community groups and other stakeholder groups to explain and update stakeholders on the urban renewal process.
- A Community Survey/Door-to-Door Canvass was completed in January 2000 which asked area residents to rank spending priorities for urban renewal dollars. Over 1,300 surveys were collected. This information was used to set financial priorities for urban renewal spending. The survey was made accessible to non-English speakers through bilingual volunteers, and a translation sheet was included that allowed for follow-up in the residents' native language.
- The Interstate Corridor Urban Renewal Bulletin was sent out monthly to a mailing list of over 600 area residents and businesses to provide updates on the urban renewal planning process.
- Advertising and notification of key events (such as the community forums) was done in the neighborhood press – The Skanner, The Observer, the Asian Reporter, El Hispanic News, Noticias Latinas, Neighbors Between the Rivers, and neighborhood newsletters.
- Two sets of community forums were held to inform people about urban renewal and to solicit public comment on boundaries, guiding principles, and possible projects to be undertaken within the URA. The forums were conducted in January and April of 2000.
- Maps were made available at all public meetings in a variety of formats for the community to have a visual understanding of the urban renewal area.
- One Community Advisory Committee meeting was video taped to provide for future viewing by a larger audience and to be made into an educational video on urban renewal.
- Public comment forms were available at forums and meetings to encourage input from those who were reluctant to share their concerns verbally.
- Copies of minutes of Community Advisory Committee meetings, forums and workshops have been made available to the public.

N/NE CAC Meetings: Summary of Information Presented and Input Received

Twelve meetings were held by the N/NE CAC. Complete summaries and videos of all meetings are on the PDC website, at: <http://www.pdc.us/four/nnestudy/nne-materials.asp>.

The meetings began in August 2009 and concluded in May 2010. Meetings 1-3 gave general orientation to the issues being considered. Meetings 4 and 5 provided information about housing and economic development programs. Meetings 6-8 dealt with potential expansion areas. Meetings 9-11 reviewed prior information and allowed for discussion of priorities and decision-making. Voting on the recommendations occurred at Meeting 12. Each meeting allowed time for committee members' questions and public input.

A Request Log was compiled to answer questions which were raised but not fully addressed in the meetings.

Meeting 1: The mission statement was presented. A community snapshot of key demographics and background information about PDC's business finance tools was presented. The priorities of the ICURAC and OCCURAC were detailed.

Meeting 2: Presentations were made on the background community opinions research that was compiled prior to convening this N/NE CAC: Community Opinions Research by CH2A & Associates and the N/NE Stakeholder Interviews Report conducted by Northwest Ideas, LLC. The "Criteria for Decision-Making" was introduced and discussed by the committee. A presentation of the basics of tax increment financing was made.

Meeting 3: The Criteria for Decision-Making was reviewed and adopted. A financial summary of the two urban renewal areas was outlined. The distinction between eligible and ineligible activities for tax increment financing was made. The chairs of the urban renewal advisory committees presented background on goals and priorities of their areas.

Meeting 4: This meeting focused on economic development tools available in the urban renewal areas. Presentations were made by the African American Chamber of Commerce, the Hispanic Metropolitan Chamber of Commerce, the Oregon Association of Minority Entrepreneurs, Albina Community Bank, and the Portland Development Commission Business Finance team.

Meeting 5: The Portland Housing Bureau presented information about the recent restructuring of the City of Portland's housing programs. In December of 2008, the City consolidated the former Bureau of Housing and Community Development and the Portland Development Commission's Housing Department. This consolidated housing investments, allowed the 30 percent TIF to be set aside, federal/state and the City's general fund to be coordinated by a single Portland Housing Bureau (PHB), effective July 1, 2009.

Meeting 6: A PSU professor made a presentation about the historical significance relating to disinvestment and reinvestment issues resulting in gentrification and racial disparities within the study areas. The meeting focused on the Martin Luther King, Jr. Blvd. proposed

expansion area. Materials included a virtual tour, presentations by stakeholders, and a financial summary.

Meeting 7: A detailed summary of the PDC community involvement activities was provided. The meeting focused on the south side of Lombard Street and St. Johns Town Center proposed expansion areas. Materials included a virtual tour, presentations by stakeholders and a financial summary.

Meeting 8: A presentation was made by Portland Community College, including an overview of PCC and their role in the economic development of the region, and in the Interstate Corridor Urban Renewal Area. The meeting focused on the Rose Quarter proposed expansion area. Materials included a virtual tour, presentations by stakeholders, including a presentation by the Mayor's office on the Rose Quarter Development Project, and a financial summary by PDC.

Meeting 9: The mission, Criteria for Decision-Making, charge to the N/NE CAC, and the Report outline were reviewed - no changes were made. The potential expansion areas were reviewed, and a "lightening round" of votes through anonymous electronic voting was cast to give an idea of the direction the N/NE CAC was leaning, in terms of boundary expansions.

Meeting 10: This meeting was a round table discussion, with committee members summarizing the positions of their respective constituents or organizations. Mayor Sam Adams presented information about the Rose Quarter Development Project.

Meeting 11: The round table discussion continued with additional committee members summarizing the positions of their respective constituents or organizations. PDC staff was directed to prepare recommendations on which to vote at the next meeting.

Meeting 12: Community input was taken. The committee voted on the recommendations.

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Summary of Community Input in N/NE Economic Development Initiative

The N/NE CAC was one strategy used to engage the community in this important study. Additional strategies and outreach tools are defined in the North/Northeast Economic Development Initiative Study Public Participation Plan, and can be seen on the PDC website at <http://www.pdc.us/four/nnestudy/nne-materials.asp>.

Some of the specific outreach strategies were:

Community Advisory Committee

- Regular meetings of the N/NE CAC were held from August 2009 to May 2010 at the Billy Webb Elks Lodge (6 N. Tillamook St.) from 6:00-8:00 p.m.
- Members represented the diversity of the N/NE communities.
- Each meeting had time for public comments and comment cards were available for those who preferred to ask questions in writing. Staff responded to all inquiries.
- A Request Log tracked questions asked at public meetings and staff responses.
- Full 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 twelve meetings was approximately 800 people.
- Members included representatives from the following organizations:
 - African American Chamber of Commerce
 - Albina Community Bank
 - Central City Concern
 - Hispanic Metropolitan Chamber of Commerce
 - Interstate Corridor Urban Renewal Advisory Committee
 - Montesi and Associates, Latino small business
 - Multnomah County
 - New Columbia resident
 - Northeast Coalition of Neighborhoods
 - North Northeast Business Association
 - North Portland Business Association
 - Northwest Association of Minority Contractors
 - Oregon Association of Minority Entrepreneurs
 - Oregon Convention Center Urban Renewal Advisory Committee
 - Portland Community College
 - Portland Public Schools
 - Portland Trailblazers
 - Roslyn Hill Development
- A subcommittee on minority contracting met and recommended the use of PDC's goals and standards for minority and women contracting and workforce diversity for all applicable projects.

All communications and materials sent to the Community Advisory Committee were also sent to all members of the Interstate Corridor and Oregon Convention Center Urban Renewal Advisory Committees (URAC), the Martin Luther King, Jr. Blvd. Advisory Committee, and to each groups' interested parties list. This information was received by approximately 600 people.

Community Meetings

- Initiative kick-off at Jazz on the Mississippi on September 12, 2009.
- Community groups and stakeholders presented their issues at NNE CAC Meetings 6, 7, 8, 10 & 11
- Presentations to other community groups:
 - St. Johns Main Street Committee
 - Martin Luther King, Jr. Blvd. Advisory Committee
 - Oregon Convention Center URAC
 - Interstate Corridor URAC
 - Eliot Neighborhood Association
 - African American Alliance
 - North Portland Neighborhood Services
- 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 of 2010 to provide information and gain input from the community on the potential changes to the Interstate Corridor and Oregon Convention Center URAs. Over two hundred citizens participated in these forums. At the March 24, 2010 meeting of the N/NE CAC a presentation was made by representatives of this group with initial recommendations based on the community feedback. A handout on Community Perspectives was also presented by the group. These documents are contained on the PDC website under the March 24, 2010 meeting documents.

Urban Renewal Advisory Committee meetings

- The Interstate Corridor and Oregon Convention Center Urban Renewal Advisory Committees were kept apprised of the activities and decisions of the N/NE CAC.
- PDC provided special briefings to a joint meeting of the URACs.

PDC Board Briefings

- The PDC Board of Commissioners authorized initiation of the N/NE EDI in December 2008.
- The Board was briefed in May 2009 with an update based on results from the initial financial analysis.

Oregon Convention Center Urban Renewal Advisory Committee 2010 Membership**Regular Members represent the following organizations:**Neighborhood Associations:

- Eliot Neighborhood Association
- Irvington Neighborhood Association
- King Neighborhood Association
- Lloyd District Community Association
- Woodlawn Neighborhood Association

Neighborhood Business Associations:

- N/NE Business Association

Community Partners:

- Housing Developer (CCC)

- Entertainment
- Lloyd Business Improvement District
- Lloyd Transportation Management Association
- Oregon Convention Center

At Large Members:

- City-Wide

Interstate Corridor Urban Renewal Advisory Committee 2010 Membership

Regular Members represent the following organizations:

Neighborhood Associations:

- Eliot NA
- Arbor Lodge NA
- Overlook NA
- Humboldt NA
- Boise NA
- Kenton NA
- Portsmouth NA
- Piedmont NA

Neighborhood Business Associations:

- Interstate Corridor Business Alliance
- North Portland Business Association

Community Partners:

- Portland Community Reinvestment Initiatives Inc. (housing interests)
- Bosco Milligan Foundation (historic interests)
- N/NE Economic Development Alliance (economic development interests)
- University of Portland (development interests)
- Northeast Workforce Center (business/economic development interests)

At-Large Members:

- Neighborhood at-large (2)
- Real Estate interests
- Affordable Housing interests
- Parks interests

Alternate Members:

- Eliot NA
- Overlook NA
- Kenton NA

N/NE Economic Development Initiative Web Page

<http://www.pdc.us/four/nnestudy>

Contains all information about the project including:

- Project information and background;
- Community Advisory Committee meetings, meeting summaries and materials;
- Question/comment section for people to ask questions or add comments online and staff responds to all inquiries;
- Links to relevant sites;
- Page views from August 1, 2009 through May 19, 2010

- Web site: 5331 views
- Main N/NE EDI page: 2491 views
- Materials page : 1906 views
- Timeline: 418 views
- Publications page: 235 views
- Next steps page: 41 views (since its creation on 5/20/10)

N/NE Facebook Page

<http://www.facebook.com/pdxNNEDI>

Contains information about the project including:

- Project information and background;
- Question/comment section for people to ask questions or add comments online and staff responds to all inquiries;
- Links to relevant sites;
- Responses from individuals;
- From August 1, 2009 through May 19, 2010, 308 people signed up as liking the N/NE EDI Facebook page.

Twitter

- Staff tweeted at each meeting using the #NNEDI tag so people could follow the meeting on Twitter. Staff responded to questions asked via Twitter.
- From August 1, 2009 to May 19, 2010 staff averaged 30 Tweets per N/NE CAC meeting.

U.S. Mail

- Approximately 3,000 mailers were sent to all residents, businesses, and property owners within the expansion areas notifying them that their property was being considered for inclusion in the URA.

E-Blasts

Email updates regarding meeting agendas and materials were sent out to:

- The N/NE CAC and an interested parties list of over 600 individuals;
- The Interstate and OCC URACs and related interested parties lists;
- Martin Luther King, Jr. Blvd. Advisory Committee members and related interested parties list;
- A media list that included community papers as well as those whose circulation is citywide.

Print Media

- Regular media releases on significant events in the study.
- Advertisements in community newspapers such as the Portland Observer, The Skanner, Asian Reporter, El Hispanic News, Sentinel, and the Eliot News.
- The Skanner Newspaper placed a link to the N/NE EDI web page on their web page.
- PDC Commissioner Bertha Ferrán has written about the N/NE EDI in her monthly column in El Hispanic News.

Electronic Media

- Portland Community Media taped all the meetings and replayed them on Channel 30 at least once a week.
- A 10 minute video summary was created of each meeting and posted on the N/NE Facebook Page
- The meetings are available to view on the N/NE Facebook page using Blip.TV.
- PDC has produced and aired Spanish language radio advertisements.
- PDC has posted N/NE EDI videos on YouTube:
 - <http://www.youtube.com/user/PDXDevelopmentComm#p/u/6/bHEwnPKI08s>
 - <http://www.youtube.com/user/PDXDevelopmentComm#p/u/30/HwepUaH3ZaI>

Chambers of Commerce

- 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 North-Northeast Economic Development Initiative.

Stakeholder Interviews

- Harold Williams and Harold Williams II from CH2A Associates interviewed more than 500 community members over a year and a half to lay the ground work for the development of the North/Northeast Economic Development Initiative. In addition, Mr. Williams arranged dozens of meetings with PDC senior executives and long-time members of the North/Northeast community prior to the beginning of the project, including members of the Albina Ministerial Alliance, small businesses, and minority developers and contractors.
- Prior to beginning this initiative, State. Rep. Lew Frederick and Ms. Sue Hagmeier from Northwest Ideas interviewed over 40 stakeholders in N/NE Portland to gain their perspective on the current situation in both URAs and their ideas for future development. These interviews were the first part of the formal process to enhance resources in North and Northeast Portland.
- The Rev. Renee Ward developed a faith community outreach plan that PDC used for the N/NE EDI.

Outreach as Part of Amendment Approval Process

- A citywide notice to all residents that an amendment to the URA is occurring including dates for upcoming public meetings related to the amendment will be mailed.
- There are opportunities for public testimony before the PDC Board, Planning and Sustainability Commission and City Council during the amendment approval process.

Additional Outreach for Rose Quarter Development Project

<http://rosequarterdevelopment.org/>

- This separate but concurrent process will result in the creation of a Rose Quarter Development Strategy and a determination on the future of Memorial Coliseum.
- Thirteen meetings held to date
- Public attendance at these meetings averages 25-50 people

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- Over 650 people attended the public presentation of 29 Coliseum concepts
- Rose Quarter Stakeholder Advisory Committee is chaired by Mayor Sam Adams and has 31 voting members who represent the following organizations:
 - American Institute of Architects
 - Bicycle Transportation Alliance
 - Central City Concern
 - City of Portland
 - Eliot Neighborhood Association
 - Greenlight Greater Portland
 - Interstate Corridor Urban Renewal Advisory Committee
 - Kalberer Company
 - Lloyd District Neighborhood Association
 - Lloyd Transportation Management Association
 - Mississippi Studios
 - National Association of Minority Contractors
 - One Wolf Soccer Management and Development
 - Oregon Association of Minority Entrepreneurs
 - Oregon Ballet Theatre
 - Oregon Sports Authority
 - Portland Business Alliance
 - Portland Center Stage
 - Portland Public Schools
 - Portland State University
 - The Natural Step Network
 - Travel Portland
 - Urban League of Portland
 - Youth perspective

Exhibit D
to the
Amended and Restated
Interstate Corridor Urban Renewal Plan

The following "Exhibit C: Comprehensive Plan Findings of Fact" was attached to City Council Ordinance No. 174829 approved on August 23, 2000, creating the Interstate Corridor Urban Renewal Plan. It is being incorporated in this Amended and Restated Interstate Corridor Urban Renewal Plan as Exhibit D.

EXHIBIT C**COMPREHENSIVE PLAN FINDINGS OF FACT****PORTLAND'S COMPREHENSIVE PLAN**

Portland's *Comprehensive Plan* contains a set of goals, policies, and objectives that apply to the entire city. These citywide components are amplified and supplemented by similar provisions in community and neighborhood plans. The *Comprehensive Plan Map* depicts land use designations and street classifications. This map along with citywide, community, and neighborhood goals, policies, and objectives comprise Portland's *Comprehensive Plan*. All of these plan components have been acknowledged as meeting the Statewide Planning Goals.

On January 25, 2000, Portland received additional recognition that its *Comprehensive Plan* continues to meet all requirements of Oregon law by successfully completing its first state-sponsored periodic review (Oregon Department of Land Conservation and Development Order #001132).

The city zoning maps, planning and zoning code, and land division code carry out the *Comprehensive Plan*, but are not part of the *Comprehensive Plan*.

URBAN RENEWAL PLANS CONFORM TO COMPREHENSIVE PLANS

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 *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 *Interstate Corridor Urban Renewal 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.

It should be noted that Portland's economic development plan is citywide *Comprehensive Plan* Goal 5. Thus, any urban renewal plan that conforms with citywide Goal 5 will also conform with the city's economic development plan.

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THE INTERSTATE CORRIDOR URBAN RENEWAL AREA PLAN

The proposed urban renewal boundary contains approximately 3,700 acres within North and Northeast Portland. The plan is governed by goals and objectives that adopt the *Albina Community Plan* as the policy framework for the urban renewal area. The *Interstate Corridor Urban Renewal Area Plan* is expected to generate approximately 200 million current-year dollars in tax increment over the 20 year life of the plan. The increment is reserved for project expenditures in the following categories.

Project Category	Percent °	Dollars
Housing	25	50,000,000
Transportation	24	48,000,000
Economic Development	19	38,000,000
Revitalization	12	24,000,000
Community Facilities	10	20,000,000
Parks and Open Space	5	10,000,000
Urban Design and Historic Preservation	5	10,000,000
Totals	100	200,000,000

Of the 48 million dollars of proposed transportation expenditures, 30 million is reserved for Interstate Light Rail. Light rail thus accounts for 15 percent of total project expenditures.

CITYWIDE COMPREHENSIVE PLAN GOALS, POLICIES, AND OBJECTIVES

Portland's *Comprehensive Plan* contains goals, policies, and objectives that apply to the entire city. These citywide provisions became effective on January 1, 1981, have been amended several times, and were last revised on January 15, 1999. The following citywide goals, policies, and objectives apply to the *Interstate Corridor Urban Renewal Plan*:

Citywide Policy 1.4 Intergovernmental Coordination

Ensure continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds.

Finding: The *Interstate Corridor Urban Renewal Plan* is extensively coordinated with governments within the metropolitan region. The Portland City Council has adopted the *Interstate Max Conceptual Design Report* (Resolution 35832) that was jointly prepared with Tri-Met and Metro. The City Council has also authorized an Intergovernmental Agreement (Ordinance 173839) with Tri-Met and the Portland Development Commission to fund light rail.

The *Interstate Corridor Urban Renewal Plan* will help to achieve the housing and jobs targets required by Metro's *Urban Growth Management Functional Plan* and help fulfill the objectives of the *Albina Community Plan*. The *Albina Community Plan* is part of Portland's *Comprehensive Plan*, and was developed through a process that included extensive review, coordination, and the participation of many other governments.

The *Albina Community Plan* was aimed at ensuring the efficient use of public funds. Tri-Met, the Housing Authority of Portland, Portland Public Schools, the Portland Bureau of Parks and Recreation, the Portland Development Commission, Multnomah County, and the Portland Office of Transportation all worked with the Portland Bureau of Planning to develop the *Albina Community Plan*.

General Principle 3 of the *Interstate Corridor Urban Renewal Plan* requires the Portland Development Commission to, "coordinate and integrate urban renewal efforts with the Urban Renewal Advisory Committee, Tri-Met, Oregon Department of Transportation, and other agencies, as well as the efforts of the private and nonprofit sectors." The *Albina Community Plan* framework and the coordinating provisions of the *Interstate Corridor Urban Renewal Plan* will help maximize the efficient use of public funds.

Citywide Goal 2: Urban Development

Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Finding: The *Interstate Corridor Urban Renewal Plan* is expected to generate 2,120 units of housing and at least 5,470 jobs during the 20 year life of the plan. These numbers are over and above the increase in housing and jobs that would be expected without urban renewal. Jobs and housing will be interconnected by a multimodal transportation system. The synergistic mixture of jobs, housing, and transportation options will help maintain Portland as a major employment and housing center within the metropolitan region.

The *Interstate Corridor Urban Renewal Plan* boundary was drawn to exclude areas with well established residential character. The final boundary was heavily influenced by the advice of a large citizen's committee including both neighborhood and business representatives. Areas within the boundary have not recovered from a period of disinvestment and decline. Homes and business within the boundary will qualify for special loan programs to help establish, or reestablish, their desired residential and business center character.

Citywide Policy 2.2 Urban Diversity

Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

Finding: The *Interstate Corridor Urban Renewal Plan* provides for additional housing and employment opportunities. Interstate light rail will connect housing to jobs in the Central City, the Convention Center, the Portland International Airport, Airport Way, Gresham, and Washington County. The combination of new jobs, new employment

opportunities, and increased mobility will help attract and retain a stable and diverse urban population.

Citywide Policy 2.6 Open Space

Provide 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports open space by providing 10 million dollars for parks and open space projects. This expenditure will be governed by the following Parks and Open Space Principles:

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

These 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

Allow for a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

Finding: The boundary of the *Interstate Corridor Urban Renewal Plan* was drawn to exclude residential neighborhoods that have already made a full recovery from the economic decline that affected much of North and inner Northeast Portland. The plan proposes an expenditure of 24 million dollars for revitalization. These funds will be focused on light rail station areas and the intersections of major street arterials. These focused investments will provide an additional range of housing types and an expected increase of 2,120 housing units.

Citywide Policy 2.11 Commercial Centers

Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area. Encourage the retention of existing medium and high density apartment zoning adjacent to these centers.

Finding: The *Interstate Corridor Urban Renewal Plan* does not change zoning. Higher residential densities are allowed by Portland's *Comprehensive Plan Map*, but these densities are contingent upon the availability of light rail. By providing 30 million dollars to develop light rail, the *Interstate Corridor Urban Renewal Plan* facilitates higher residential densities within 2000 feet of light rail stations.

Future light rail station development will strengthen the mixed use character of established commercial centers where east/west arterials intersect Interstate Avenue. Light rail and station area development will also provide greater access to labor-intensive industrial activities on Swan Island and in Lower Albina.

The *Interstate Corridor Urban Renewal Plan* allocates 24 million dollars for revitalization. This expenditure is governed by the following Revitalization Principles:

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

6. Revitalization Strategy. Prepare and implement strategies for the revitalization of key areas within the urban renewal area, including light rail station areas, and primary corridors and nodes. These strategies will examine appropriate uses and urban design considerations for redevelopment parcels, and identify public infrastructure and financial assistance necessary to result in redevelopment. The strategies will incorporate the input of affected property owners and neighborhood associations.

Expenditures made in accord with these principles will strengthen and expand commercial and mixed use centers.

Citywide Policy 2.12 Transit Corridors

Provide a mixture of activities along major transit routes and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

Finding: The *Interstate Corridor Urban Renewal Plan* conforms with this policy for the reasons stated in the findings for Policies 2.9 and 2.11. Existing land use regulations require transit and pedestrian-oriented development. A portion of the 10 million dollars available for urban design and historic preservation is available to develop new design guidelines for Interstate Avenue. It is possible that new guidelines could be developed that would exceed the city-wide standards for transit and pedestrian orientation. The *Interstate Max Conceptual Design Report*, as already approved by the City Council, provides for enhanced pedestrian connections.

Citywide Policy 2.14 Industrial Sanctuaries

Provide industrial sanctuaries. Encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing purposes.

Finding: The *Interstate Corridor Urban Renewal Plan* does not change any industrial zoning. The development of Interstate light rail, along with associated bicycle and pedestrian improvements, will give people alternatives to the automobile for commuting to industrial job sites on Swan Island and in Lower Albina. These alternatives will help reduce future conflicts between freight movement and commuter traffic. Reducing these conflicts will help preserve Swan Island and Lower Albina for manufacturing purposes.

Citywide Policy 2.17 Transit Stations and Transit Centers

Encourage transit-oriented development patterns at light rail transit stations and at transit centers to provide for easy access to transit service. Establish minimum residential densities on residentially-zoned lands within one-half mile of light rail transit stations and one-quarter mile of transit centers that support the use of transit. The design and mix of land uses surrounding light rail transit stations and transit centers should emphasize a pedestrian- and bicycle-oriented environment and support transit use.

Finding: The *Interstate Corridor Urban Renewal Plan* supports existing zoning and *Comprehensive Plan Map* designations for the reasons stated in the findings for Policies 2.11 and 2.12 above. Minimum residential densities are being established citywide to comply with the Metro's *Urban Growth Management Functional Plan*.

Citywide Policy 2.18 Transit-Supportive Density

Through the community planning process, establish average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, main streets, town centers, and transit centers. Establish average minimum residential densities of 25 units per acre within one-half mile of light rail stations and regional centers. Establish minimum floor area ratios for non-residential development at light rail centers of 0.5:1. Where these densities are not realistic or desirable due to existing, well-established development patterns or environmental constraints, use other methods to increase densities such as encouraging infill through accessory units in single-family zones or increased density on long-vacant lots.

Finding: The *Interstate Corridor Urban Renewal Plan* supports the existing transit supportive density pattern of the *Comprehensive Plan Map*. This map pre-designated a pattern of high density residential (RH) zoning within 2,000 feet (approximately one-quarter mile) of Interstate light rail stations. The availability of RH zoning is contingent on the development of light rail. Existing zoning regulations provide for a 100 foot height limit and ground floor retail within 1,000 of a light rail station in an RH zone. By helping to fund light rail, the *Interstate Corridor Urban Renewal Plan* helps facilitate transit-supportive density.

Citywide Policy 2.26 Albina Community Plan

Promote the economic vitality, historic character and livability of inner north and inner northeast Portland by including the Albina Community Plan as a part of this Comprehensive Plan.

Finding: The *Interstate Corridor Urban Renewal Plan* recognizes that the *Albina Community Plan* is part of Portland's *Comprehensive Plan*. General Principle 5 of the *Interstate Corridor Urban Renewal Plan* provides that, "the Albina Community Plan will be the framework plan for

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the urban renewal area." The *Interstate Corridor Urban Renewal Plan* will provide 24 million dollars for revitalization projects, 38 million dollars for economic development projects, and 10 million dollars for urban design and historic preservation projects called for by the *Albina Community Plan*.

One part of the urban renewal area extends beyond the area of the *Albina Community Plan*. This area is the Portsmouth Neighborhood. General Principle 5 also requires that a neighborhood plan be completed for the Portsmouth Neighborhood before major capital expenditures are made in this neighborhood. Since neighborhood plans are always adopted as amendments to Portland's *Comprehensive Plan*, the future Portsmouth Neighborhood Plan will provide a sufficient policy framework for the Portsmouth Neighborhood.

Citywide Goal 3: Neighborhoods

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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports the preservation and stability of residential neighborhoods by excluding revitalized neighborhoods from the plan boundary, and by focusing investments along Interstate Avenue. These focused investments will facilitate increased residential densities within mixed use station communities. New station communities will attract and retain long-term residents and businesses. General Principle 2 of the *Interstate Corridor Urban Renewal 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.

Citywide Policy 3.1 Physical Conditions

Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.

Finding: Housing Principle 6 of the *Interstate Corridor Urban Renewal Plan* says, "Preserve and rehabilitate the existing housing stock" and Community Facilities Principle 1 says, "Maintain, enhance, and connect existing communities and facilities to meet the needs of current and future residents." Community Facilities Principle 2 states, "Coordinate the location and operation of community facilities with transportation and housing investments." The plan devotes 50 million dollars to housing projects and 20 million dollars to community facilities projects. These coordinated projects will help prevent the deterioration of existing structures and public facilities.

Citywide Policy 3.2 Social Conditions

Provide and coordinate programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.

Finding: The *Interstate Corridor Urban Renewal Plan* responds to neighborhood concerns in General Principle 11 that provides, "There will be no condemnation as part of the Urban Renewal area until, and if, the Interstate Corridor (Urban renewal Area) Advisory Committee decides that that it wants to amend the Urban Renewal Plan to include condemnation." The Eliot Neighborhood has born disproportionate social impacts from past urban renewal and public works projects. General Principle 11 is particularly responsive to the Eliot Neighborhood's concerns by stating, "There will be no condemnation in the Eliot Neighborhood Association for the life of the Plan." Housing Principle 1 will help prevent displacement, while General Principle 2 seeks to benefit the existing community. General Principle 3 provides for the coordination of all urban renewal investments. These principles respect and promote neighborhood interests.

Citywide Policy 3.3 Neighborhood Diversity

Promote neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the city's neighborhoods.

Finding: The *Interstate Corridor Urban Renewal Plan* seeks to benefit the existing community. General Principle 2 states:

The Interstate Corridor URA will primarily benefit *existing* residents and businesses within the urban renewal area through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of life within the urban renewal area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low income people, the disabled).

Housing Principle 5 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.

These guiding principles, in combination with a 50 million dollar housing investment, will help preserve the diversity of Portland's most diverse neighborhoods.

Citywide Policy 3.4 Historic Preservation

Preserve and retain historic structures and areas throughout the city.

Finding: The *Interstate Corridor Urban Renewal Plan* helps preserve and retain historic structures with a 10 million dollar investment in urban design and historic preservation. This investment is governed by Historic Preservation Principle 3, which states:

Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the area's social and cultural history.

State renewal law requires that these investments be limited to the urban renewal area boundary. Since the Interstate Urban Renewal Area covers approximately 3,700 acres, a significant part of the city will benefit from enhanced historic preservation resources.

Citywide Policy 3.5 Neighborhood Involvement

Provide for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood through the promotion of neighborhood and business associations. Provide information to neighborhood and business associations which allows them to monitor the impact of the Comprehensive Plan and to report their findings annually to the Planning Commission.

Finding: The *Interstate Corridor Urban Renewal Plan* provides for a continuing advisory committee. General Principle 1 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.

The projects to be funded by the *Interstate Corridor Urban Renewal Plan* will help carryout Portland's *Comprehensive Plan*. The Planning Commission is receptive to community concerns and will request periodic opportunities to advise the Portland Development Commission on implementation of the renewal plan. Any changes to the basic principles or goals of the *Interstate Corridor Urban Renewal Plan*, or changes that

substantially diverge from these principles or goals, require opportunities for the Planning Commission's review and comment.

Citywide Policy 3.8 Albina Community Plan Neighborhoods

Include 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.

Finding: The *Interstate Corridor Urban Renewal Plan* recognizes *Albina Community Plan* neighborhoods. The urban renewal plan area includes parts of the Eliot, Humboldt, Piedmont, King, Overlook, Arbor Lodge, Kenton and Bridgeton neighborhoods, and all of the Boise neighborhood. 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 renewal plan recognizes that these neighborhood plans are part of Portland's *Comprehensive Plan*.

Citywide Goal 4: Housing

Enhance Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households.

Finding: The *Interstate Corridor Urban Renewal Plan* will provide 50 million dollars for housing development which will help build 2,120 housing units. The expenditure of these funds is governed by the following housing principles.

1. Displacement. Develop and implement programs that address potential displacement of current residents (renters and homeowners), including non-citizens, so that they may remain in their homes and neighborhoods.
2. Home Ownership. Increase equity-building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program.
3. Compatible Infill. Assure that infill housing is compatible with established neighborhoods in terms of scale, density, design, and range of affordability, through design standards and design review. Encourage rigorous community outreach to residents of affected areas prior to making any zone changes that might result in significantly increased density, particularly in the portions of neighborhoods between I-5 and Interstate Avenue.

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4. Seniors/Single Parents/Disabled. Facilitate the retention/creation of affordable housing opportunities for seniors, single-parent households, the low income and working poor, and those with disabilities. Where appropriate, incorporate accessibility design principles.
5. Housing Balance. Provide a mix of housing opportunities consistent with the range of choices that existed within the 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.
6. Preservation. Preserve and rehabilitate the existing housing stock and maintain its affordability through the use of different financing tools and technical assistance.
7. Housing For Workers. Provide ample housing opportunities for people who work in the area (current and future employees).
8. Design Review. Encourage developers to seek neighborhood/community feedback on the design of new residential projects; require this feedback in the case of urban renewal-funded projects
9. Support Services. Support efforts to assure that necessary services are available to support current and new residents: schools, transit, grocery and other retail, social services, childcare (especially for high density housing), parks and open space, etc.
10. Income Diversity. Assure that an adequate supply of housing is available to people of all income levels throughout the district.
11. Transit Supportive Housing. Support mixed-use, mixed -income housing projects along major transit corridors including Interstate Avenue.
12. Housing Strategy. Prepare and implement a comprehensive Interstate Corridor Housing Strategy to guide future funding decisions within the URA in accordance with the principles enumerated herein. The Strategy will assess the housing needs and availability for populations at risk of displacement, as well as identify existing programs and develop new programs to address the issue of residential gentrification and involuntary displacement, affordability, increased ownership opportunities, etc. The development and ongoing monitoring of this Strategy will involve extensive involvement of residents of all types – renters, owners, long-term and more recent residents, upper income, middle income, lower income, etc.

Funds expended in accord with these principles will provide 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.

Citywide Policy 4.1 Housing Availability

Ensure 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this policy by increasing housing supply by 2,120 more units than would be otherwise expected. Housing Principle 10 will help; "Assure that an adequate supply of housing is available to people of all income levels throughout the district."

Citywide Policy 4.2 Maintain Housing Potential

Retain 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.

Finding: The *Interstate Corridor Urban Renewal Plan* does not change the *Comprehensive Plan Map* or the *Zoning Map*. By helping to fund light rail, the renewal plan will enable future RH zoning. The plan will provide a net increase in both actual housing, and the housing potential of the *Zoning Map*.

Citywide Policy 4.5 Housing Conservation

Restore, rehabilitate, and conserve existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character.

Finding: The *Interstate Corridor Urban Renewal Plan* provides for the restoration, rehabilitation, and conservation of existing housing stock through Housing Principle 6. This principle states, "Preserve and rehabilitate the existing housing stock and maintain its affordability through the use of different financing tools and technical assistance." A portion of the 50 million dollars allocated for housing will be available for housing conservation.

Citywide Policy 4.7 Balanced Communities

Strive 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.

Finding: The *Interstate Corridor Urban Renewal 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." This principle

will govern the expenditure of the entire 50 million dollars designated for housing. The year 2000 benchmark will be used to assess balance, and to mitigate the effects of gentrification.

Citywide Policy 4.10 Housing Diversity

Promote 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports housing price and rent diversity through Housing Principle 10. 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."

Citywide Policy 4.11 Housing Affordability

Promote the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

Finding: The *Interstate Corridor Urban Renewal Plan* supports housing affordability through Housing Principles 4, 7, and 10. Housing affordability will be advanced for the reasons stated in the findings for citywide Goal 4, Policy 4.1 and Policy 4.10.

Testimony was received that a 200 million dollar urban renewal investment combined with an additional 350 million investment in light rail (actually a total of 520 million dollars because there 30 million in urban renewal dollars is designated for light rail) would make North Portland less affordable by increasing the expected rate of growth in property values. This testimony was anecdotal, but in agreement with facts demonstrating that housing prices and rents have, indeed, increased in North Portland during the 1990's. There was also conjectural testimony that rents and house prices would increase faster with new public investments than without.

Assuming the conjecture is true, the inescapable conclusion is that the total amount of market-priced affordable housing would decline or disappear under either scenario, and that the only way to stabilize or increase the total amount of affordable housing would be through public investment. The *Interstate Corridor Urban Renewal Plan* provides 50 million dollars for this purpose.

Oregon law prohibits government rent and price controls, but makes an exception for publicly-supported housing. The Portland Development Commission uses urban renewal funds to leverage private investments in affordable housing, and the city maintains long-term affordability agreements as a condition of these public/private partnerships. These safeguards are provided for on pages 29 through 37 of the *Interstate Corridor Urban Renewal Plan*. All expenditures must be made in accord with General Principle 2 of the plan which seeks protection for existing residents from threats posed by gentrification.

Since more affordable housing will be preserved or established with the plan than without, the *Interstate Corridor Urban Renewal Plan* conforms to Portland's *Comprehensive Plan*.

Citywide Policy 4.12 Housing Continuum

Ensure 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports a housing continuum through Housing Principles 4 and 5 and through the following Community Facilities Principles:

1. Existing Facilities. Maintain, enhance and connect existing community services and facilities to meet the needs of current and future residents.
2. Location Coordination. Coordinate the location and operation of community facilities with transportation and housing investments.
3. Intergenerational. Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc.
4. Accessibility. Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities.

Citywide Policy 4.14 Neighborhood Stability

Stabilize neighborhoods by promoting: (1) a variety of homeownership and rental housing options; (2) security of housing tenure; and (3) opportunities for community interaction.

Finding: The *Interstate Corridor Urban Renewal Plan* supports neighborhood stability by fighting displacement of existing residents (Housing Principle 1), encouraging new forms of home ownership (Housing Principle 2), and funding transportation and community facility projects that will facilitate community interaction.

Citywide Goal 5: Economic Development

Foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the city.

Finding: Citywide Goal 5 is the Economic Development Plan for the City of Portland. The *Interstate Corridor Urban Renewal Plan* supports Goal 5 through the following Economic Development Principles:

1. **Economic Principles Overview.** The overall purpose of the economic development principles and of the related project and program activities identified in Section VII of this Plan is to strengthen existing businesses and to assist north/northeast residents in jobs. Implementation will occur as part of a comprehensive planning effort, coordinated among the many agencies and employers.
2. **Wealth Creation.** Foster entrepreneurship and wealth creation within the community.
3. **Displacement.** Retain and support existing businesses by seeking to insure that they benefit from the urban renewal program and related activities (including light rail). Strive to minimize the involuntary displacement of existing businesses in the Urban Renewal and strategies (such as small business loans, storefront grants, business assistance, etc.) intended to retain and support these businesses.
4. **Business Expansion.** Support expansion of existing businesses which offer family-wage employment opportunities within the community.
5. **Brownfields.** Encourage the productive redevelopment of brownfield sites. Identify and analyze the sites, through a thorough public process, with input from property owners, affected residents, and others. Strive to utilize area residents and contractors in all phases of the effort, including assessment, remediation, redevelopment, and end uses. Also, consider supporting the creation of a community development corporation (s) to perform some or all of these tasks.
6. **Training Facilities.** Support the creation of job training facilities, resource facilities, and other workforce development facilities that serve to expand employment opportunities within the community through community-based organizations and employment and training partnerships with area schools, employers, and local businesses. Urban renewal expenditures should serve to leverage other expenditures (training, equipment, etc.) which are not eligible for urban renewal funding. Support expansion of programs to create market-driven job training components, resource components, and other workforce development components that serve to expand employment opportunities. Develop a network of training partnership agencies which includes area schools and employers to ensure effective service delivery for residents.

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7. **Family-Wage Jobs.** Prioritize maintaining and attracting family-wage jobs in the URA. Family wage refers to incomes which can sustain a family, including a full range of benefits (medical, etc.).
8. **Existing Residents.** Provide opportunities for current area residents to obtain new jobs and create wealth before, during, and after construction of the light rail line, in part by striving to utilize area residents and businesses on all project phases and new developments within the URA.
9. **Positive Business Environment.** Recognizing that each area serves a different purpose and that all areas help enrich the fabric of the entire community, create an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. Ensure compatibility between commercial, industrial, and residential areas for their mutual benefit. Improve the community's economic capacity to support business.
10. **Job Access.** Optimize access of area residents to employment opportunities both inside and outside of the URA.
11. **Child Care.** Support access to stable, quality child care through the development of child care networks. Focus on improvements in provider training, facilities improvements, transportation needs, and provider business development to free up other funds for subsidies to parents. Employers benefiting from urban renewal will be required to describe how they will assist workers with child care prior to receiving urban renewal support.
12. **Economic Development Strategy.** Prepare a comprehensive economic development strategy to guide funding decisions in accordance with the principles set forth herein. The Strategy will assess the needs and opportunities related to job growth and wealth creation, and will identify existing programs to address these needs and opportunities, and also develop new programs where warranted. The development and ongoing monitoring of this Strategy will involve residents, business owners, workforce development providers, education, and other concerned parties.

These principles will guide the expenditure of 48 million dollars, and this expenditure is expected to generate 5,470 jobs during the life of the urban renewal plan. Job creation will foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in a 3,700 acre area of the city that has suffered a period of disinvestment and economic decline.

Citywide Policy 5.1 Urban Development and Revitalization

Encourage investment in the development, redevelopment, rehabilitation, and adaptive reuse of urban land and buildings for employment and housing opportunities.

Finding: The *Interstate Corridor Urban Renewal Plan* supports the adaptive reuse of urban land through the productive redevelopment of

brownfields (Economic Development Principle 5), and the rehabilitation of buildings through storefront grants aimed at the retention of existing businesses (Economic Development Principle 4), and the preservation of existing housing (Housing Principle 6).

Citywide Policy 5.2 Business Development

Sustain and support business development activities to retain, expand and recruit businesses.

Finding: The *Interstate Corridor Urban Renewal Plan* supports business development through Economic Development Principles 4 (Business Expansion), 6 (Training Facilities), and 9 (Positive Business Environment).

Citywide Policy 5.3 Community-Based Economic Development

Support community-based economic development initiatives consistent with this Comprehensive Plan and compatible with neighborhood livability.

Finding: The *Interstate Corridor Urban Renewal Plan* supports community-based economic development initiatives through strategic use of resources. General Principle 10 states, "Tax increment dollars should be used strategically; other sources (private investment, other agency funds, etc.) should be utilized when possible. To achieve the efficient use of tax increment funds, they should serve to leverage other investments whenever possible."

Citywide Policy 5.4 Transportation System

Promote a multi-modal regional transportation system that encourages economic development.

Finding: The *Interstate Corridor Urban Renewal Plan* supports multi-modal transportation by helping to add a light rail option to existing transportation choices. The effects on the regional transportation system are elaborated in the Citywide Goal 6 findings below.

Citywide Policy 5.4, Objective C

Work closely with public agencies, such as Tri-Met, and the private sector to deliver an efficient and effective transportation system and network. Improve transit connections between residential communities and work sites.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this objective for the reasons stated in the findings for citywide Policies 1.4, 2.2, 2.11, 2.12, 2.17, and 2.18 above.

Citywide Policy 5.4, Objective D

Support transit-supportive development and redevelopment along designated transit streets and in the vicinity of light rail stations.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this objective for the reasons stated in the findings for citywide Policies 2.11, 2.12, 2.17, and 2.18 above.

Citywide Policy 5.6 Area Character and Identity Within Designated Commercial Areas

Promote and enhance the special character and identity of Portland's designated commercial areas.

Finding: The *Interstate Corridor Urban Renewal Plan* will enhance the special character and identity of commercial areas through application of Economic Development Principle 9 (Positive Business Environment) and through design quality. Urban Form Principles 2 and 4 provide:

2. Development Quality. Promote high quality development that recognizes and builds on the existing architectural character and assets of the area and that uses high-quality, long-lasting materials that complement existing adjacent buildings.
4. Design Review. On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the area.

All urban renewal-funded projects will respect the desired character of different commercial areas.

Citywide Policy 5.7 Business Environment Within Designated Commercial Areas

Promote a business environment within designated commercial areas that is conducive to the formation, retention and expansion of commercial businesses.

Finding: The *Interstate Corridor Urban Renewal 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 Economic Development Principles 4 (Business Expansion), 6 (Training Facilities), and 9 (Positive Business Environment).

Citywide Goal 6: Transportation

Provide for and protect the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies.

Finding: The *Interstate Corridor Urban Renewal Plan* fosters an affordable, and efficient transportation system by helping to fund Interstate light rail and bicycle and pedestrian improvements. Every segment of the Interstate light rail alignment is within a classified transit arterial street. The meaning of transit classifications is elaborated in the finding for citywide Policy 6.8 below.

The *Interstate Corridor Urban Renewal Plan* allocates 48 million dollars for transportation improvements, with 30 million of these dollars reserved for Interstate light rail. This expenditure is governed by the following Transportation Principles:

1. **Optimize Light Rail Investment.** Optimize the benefits of light rail by coordinating other program investments to realize potential commercial and residential investment resulting in economic vitality and revitalization of the area, and by enhancing access to transit for residents and workers.
2. **Target Investments.** Target transportation/infrastructure investments to fulfill jobs, housing, and revitalization objectives of the Interstate Corridor. Give priority to transportation improvements which will enhance access to key employment areas.
3. **Coordination With Other Goals.** Coordinate and integrate transportation investments with other goals and objectives of the Urban Renewal Plan (e.g. parking to serve economic development objectives, housing, access to jobs, neighborhood services such as childcare, etc.).
4. **Access.** Assure that area residents and workers have access to a variety of transportation options to provide connections to jobs, services, community facilities, etc. This is especially critical with regard to east-west connections to light rail stations.
5. **Pedestrian Environment.** Create a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit.
6. **Traffic Impacts.** Mitigate negative impacts on area streets resulting from traffic displaced from Interstate Avenue due to light rail, as well as other traffic impacts in the general area. Invest in infrastructure and signaling technology to coordinate traffic flow with light rail, increase arterial effectiveness, and support economic development, job creation, and neighborhood livability.

7. Transportation Modes. Encourage alternatives to auto travel by improving facilities for pedestrians, bicyclists, buses, and light rail, while still accommodating auto travel in the area.
8. Truck Access. Maintain good truck access to businesses within the urban renewal area, but discourage truck movement which is only passing through the area. Also discourage truck movement on residential streets.
9. Transportation Strategy. Prepare a transportation strategy to guide funding decisions in accordance with the goals and objectives of the Plan, and to coordinate these decisions with the housing, economic development, and revitalization strategies of the Plan.

The 30 million dollar urban renewal investment in light rail (the total City of Portland contribution) will leverage an additional \$320 million dollars in non-city (primarily federal) funding. This high degree of leveraging keeps the Interstate light rail project affordable to the citizens of Portland.

The light rail investment will also aid the overall efficiency of the region's intermodal transportation system by providing North Portland residents light rail route to regional employment centers, and citizens of the region a light rail route to employment centers in North Portland.

Testimony was received that overall city-wide and regional efficiencies are gained at the expense of local efficiencies within North Portland. While much of this testimony was anecdotal or conjectural, one important fact was mentioned. Interstate light rail will reduce Interstate Avenue from four traffic lanes to two traffic lanes (left turn refuges will be provided in addition to the two full-width traffic lanes). The reduction in lanes will have one unavoidable consequence and another possible consequence.

The unavoidable consequence is that the Number 5 Tri-Met Bus will not be able to operate on the reconfigured Interstate Avenue. The light rail train will also make fewer stops than the bus. Service frequency will be the same between the bus and train (10 minute peak, 15 minute midday). Travel time is expected to be up to 13 minutes shorter by train (comparing the Jantzen Beach bus stop to downtown against the Expo Center train stop to downtown). About 78 percent of the existing Number 5 bus boarding occur within one block of a planned light rail station. Six of the discontinued bus stops will be within two or three blocks of a light rail station. Three of the discontinued bus stops are within four blocks of a light rail station. None of the discontinued bus stops are further than four blocks from a planned light rail station. Tri-Met has agreed to replace all the lost Number 5 Bus hours of service within the same service area. Although total transit service will be increased (new light rail service with no reduction in bus hour service), up to 22 percent of existing Number 5 Bus patrons may have to walk two to four blocks further to transit. This extra walk time will be mitigated by urban renewal housing investments at light rail stations. Housing

Principle 4 would focus housing investments at light rail stations for the elderly and persons with disabilities. When housing and transportation investments are considered together, a net increase in mobility can be expected.

Although Interstate light rail will reduce the otherwise expected growth in regional weekday peak automobile trips, local spill-over affects are expected. Half of the trips displaced by lane reductions on Interstate Avenue will be replaced by transit trips, or will move out of the corridor altogether. The remaining trips will be dispersed among six alternative routes: Denver, Martin Luther King, Vancouver, Albina, Greeley, and I-5. In the absence of mitigation measures, reduced service levels are expected at Interstate and Shaver (B to C) and at Interstate and Multnomah (D to E) over a no light rail option. Service level is expected to improve at Interstate and Argyle/Denver (F to B/C) over a no light rail option.

Proposed mitigation will help avoid future reductions in service levels. Mitigation measures include building longer left turn refuges on Interstate Avenue and implementing "smart" signal timing. Transportation Principle 6 (Traffic Impacts) directs urban renewal funds to be spent on signal technology and other mitigation methods.

The Transportation Element of Portland's *Comprehensive Plan* classifies Interstate Avenue as a "Major City Traffic Street" and a "Regional Transitway." Because 25 percent of the weekday peak trips on Interstate Avenue are originating in Vancouver and Clark County, Washington, Interstate Avenue is actually functioning as a "Regional Trafficway." Removing two traffic lanes and building light rail on Interstate Avenue will help this street function in accord with its *Comprehensive Plan* classification.

A selective reading of comprehensive plan policies could lead to the mistaken conclusion that every street should be improved to facilitate every conceivable mode of transportation. This is, of course, impossible. Decisions have to be made to optimize certain streets for selected modes. This is a major purpose for the policy classifications for arterial streets. The sum total of these decisions create a balanced, affordable and efficient transportation system. The decision of the *Interstate Corridor Urban Renewal Plan* to help fund Interstate light rail conforms to Portland's *Comprehensive Plan*.

Citywide Policy 6.6 Urban Form

Support a regional form composed of mixed-use centers served by a multi-modal transportation system. New development should be served by interconnected public streets which provide safe and convenient pedestrian, bicycle and vehicle access. Street and pedestrian connections should be provided to transit routes and within and between new and existing residential, commercial, and employment areas and other activity centers.

Finding: The *Interstate Corridor Urban Renewal Plan* supports mixed use centers at light rail stations along Interstate Avenue for the reasons stated in the findings for citywide Goal 2 and Policies 2.2, 2.11, 2.12, 2.17, and 2.18 above. The urban renewal area is already composed of interconnected public streets. Redevelopment will take advantage of the existing street pattern. No part of the *Interstate Corridor Urban Renewal Plan* calls for, or requires, the vacation of existing public rights-of-way.

The *Interstate Corridor Urban Renewal Plan*, when combined with associated investments in light rail, will enhance pedestrian access to transit. These improvements are described in the *Interstate Max Conceptual Design Report, and Response to City Council Issues*, October 8, 1999.

Citywide Policy 6.7 Public Transit

Develop transit as the preferred form of person trips to and from the Central City, all regional and town centers, and light rail stations. Enhance access to transit along main streets and transit corridors. Transit shall not be viewed simply as a method of reducing peak-hour, work-trip congestion on the automobile network, but shall serve all trip types. Reduce transit travel times on the primary transit network, in the Central City, and in regional and town centers to achieve reasonable travel times and levels of reliability, including taking measures to allow the priority movement of transit on certain transit streets. Support a public transit system that addresses the special needs of the transportation disadvantaged.

Finding: The *Interstate Corridor Urban Renewal Plan* supports this policy for the reasons stated in the findings for Goal 6 and Policy 6.6 above. Interstate light rail will provide 10 minute peak service and 15 minute midday service. The hours of service from the part of Tri-Met Bus 5 to be displaced by light rail will be redistributed within the same service area.

Citywide Policy 6.8 Regional Rail Corridors

Assign priority to the funding and development of the regional mass transit system to reduce both the need for new regional traffic facilities and reliance on the automobile. Decisions on light rail transitway alignments and their connections to other regional facilities will be based on individual corridor studies. Regional Transitway designations in the

northern and southern corridors represent alternative alignments for future light rail transitways. The Transportation Element will be amended to show the chosen alignment as determined by the Draft Environmental Impact Statement process and as adopted by City Council. Funding decisions for light rail transit corridors should be based upon the population being served, the opportunities for redevelopment, and the traffic congestion problems in the corridors.

Finding: The *Interstate Corridor Urban Renewal Plan* supports regional rail corridors for the reasons stated in the findings for citywide Goal 6 and Policy 6.6 above.

The Draft Environmental Impact Statement did not set the chosen alignment for Interstate light rail, but described different alignment options. The chosen alignment was set by the Final Environmental Impact Statement of October, 1999. The Portland City Council approved this alignment along with the *Interstate Max Conceptual Design Report*. Although the chosen alignment and the Transportation Element of the *Comprehensive Plan* are the same, the Transportation Element designates a small portion of the chosen alignment between Freemont and the Rose Quarter as a "Major City Transit Street" rather than a "Regional Transit Way." Citywide Policy 6.8 is written so that any conflicts between the 1996 street classification maps and the light rail alignment chosen by the Environmental Impact Statement are resolved in favor of the latter. Although the differences between the 1996 street classification and the 1999 chosen alignment does not rise to the level of a conflict, the Portland Department of Transportation is preparing an amendment to Transportation Element to reclassify the portion of the chosen alignment between Freemont and the Rose Quarter as a "Regional Transitway."

Citywide Policy 6.9 Transit-Oriented Development

Reinforce the link between transit and land use by increasing residential densities on residentially-zoned lands and encouraging transit-oriented development along Major City Transit Streets and Regional Transitways, as well as in activity centers, at existing and planned light rail transit stations, and at transit centers in conformance with the Comprehensive Plan and Zoning Code.

Finding: The *Interstate Corridor Urban Renewal Plan* supports transit-oriented development for the reasons stated in the finding for citywide Policies 2.11, 2.12, 2.17, and 2.18 above.

Citywide Policy 6.11 Pedestrian Transportation

Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

Finding: The *Interstate Corridor Urban Renewal Plan* supports pedestrian transportation for the reasons stated in the findings for citywide Goal 6 and Policies 6.6, 6.7, 6.8, and 6.9 above. Significant pedestrian and bicycle improvements are described in the *Interstate Max Conceptual Design Report, and Response to City Council Issues*, October 8, 1999.

Citywide Policy 7.6 Energy Efficient Transportation

Provide opportunities for non-auto transportation including alternative vehicles, buses, light rail, bikeways, and walkways. The City shall promote the reduction of gasoline and diesel use by conventional buses, autos, and trucks by increasing fuel efficiency and by promoting alternative fuels.

Finding: The *Interstate Corridor Urban Renewal Plan* supports energy efficiency and clean energy by converting a volume equal to one-quarter of the peak weekday automobile trips on Interstate Avenue to light rail. Energy efficiency will be achieved for the reasons stated in the findings for citywide Goal 6 and Policies 6.6, 6.7, 6.8, 6.9 and 6.11 above. Total hours of bus service will be retained in addition the extra transit capacity provided by light rail. Bus service has the capability of converting more automobile trips to transit. Nothing in the *Interstate Corridor Urban Renewal Plan* prevents the conversion of this bus service from diesel to alternative fuels.

Citywide Goal 8: Environment

Maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and business centers from detrimental noise pollution.

Finding: The *Interstate Corridor Urban Renewal Plan* boundary includes a section of the Columbia Slough, 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.

New development within the urban renewal area is not expected to affect water quality within the Columbia Slough. Area to the south of the slough is in a combined (stormwater and sanitary) sewer area. The Portland Bureau of Environmental Services is in the process of activating a new public facility (the first "Big Pipe") to intercept all combined sewage and hold it for processing at the sewage treatment plant. This project

will prevent sewage overflows into the slough and will become operational on December 31, 2000.

Air and noise pollution will be abated by replacing automobile trips with cleaner and quieter light rail trips.

Citywide Policy 9.1: Citizen Involvement Coordination:

Encourage 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.

Finding: The *Interstate Corridor Urban Renewal Plan* was developed through an extensive citizen involvement program, guided by a 54 member citizens' committee. General Principle 1 is outreach, and 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.

The following is urban renewal plan's description of the Portland Development Commission's commitment to public involvement.

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

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The foremost expression of the Commission's commitment to engage the community in the urban renewal area is the *Interstate Corridor URA Advisory Committee*. In the fall of 1999, the Commission invited over fifty community organizations to name a representative to the Advisory Committee. The Advisory Committee's primary tasks, through creation of the URA, have been to advise the Commission and Council on the boundaries for the URA, the guiding principles on which future funding decisions are to be based, and the creation and implementation of the public outreach strategy.

The composition of the Advisory Committee may evolve over the life of the URA; but it will continue to convene for the life of the URA, to assure adherence to the principles incorporated in this urban renewal Plan, to offer advice to the Commission on any possible amendments to the Plan (including possible boundary expansion) and, importantly, to participate in financial decisions affecting the URA, setting priorities for expenditures through the Commission's "Five Year Plan" and annual budget processes. While these decisions ultimately rest with the Commission, the Commission is committed to giving substantial weight to the positions of the Committee. The Advisory Committee and the Commission will adopt protocols regarding changes to the Committee membership and leadership, which shall be structured so as to allow comprehensive representation of key stakeholder groups throughout the Area. Those groups will be invited to appoint representatives to the Committee. The membership will be structured to provide full discussion of diverse community interests and views.

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

The following is a description of public involvement efforts:

The Interstate Urban Renewal planning process included extensive outreach to the North/Northeast Portland community. It was guided by a Public Involvement Strategy developed in November 1999 with input from the Interstate Corridor Advisory Committee. The following list highlights some of the methods and approaches used to implement the Public Involvement Strategy and overall outreach effort.

- The Interstate Corridor Advisory Committee, with representatives appointed by stakeholder organizations (neighborhood associations, business associations, community-based organizations, etc.), met monthly (sometimes more often) from November, 1999 to May, 2000, with the primary purpose of preparing a recommended urban renewal plan, URA boundaries, and spending priorities for the URA.
- Public comment was taken at the beginning and end of each Advisory Committee meeting. This information was used to write guiding principles, procedures and project ideas that will be part of the urban renewal plan.
- Small breakout groups at Advisory Committee meetings encouraged discussion and idea generation to help develop guiding principles for urban renewal in the Interstate Corridor.

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- Advisory Committee members passed along information and decisions made at their monthly meetings to their respective constituents.
- Commission staff made presentations to more than 40 neighborhood associations, business associations, community groups and other stakeholder groups to explain and update stakeholders on the urban renewal process.
- A Community Survey/Door-to-Door Canvass was completed in January 2000 which asked area residents to rank spending priorities for urban renewal dollars. Over 1,300 surveys were collected. This information was used to set financial priorities for urban renewal spending. The survey was made accessible to non-English speakers through bilingual volunteers, and a translation sheet was included that allowed for follow-up in the residents' native language.
- The Interstate Corridor Urban Renewal Bulletin was sent out monthly to a mailing list of over 600 area residents and businesses to provide updates on the urban renewal planning process.
- Advertising and notification of key events (such as the community forums) was done in the neighborhood press – The Skanner, The Observer, the Asian Reporter, El Hispanic News, Noticias Latinas, Neighbors Between the Rivers, and neighborhood newsletters.
- Two sets of community forums were held to inform people about urban renewal and to solicit public comment on boundaries, guiding principles, and possible projects to be undertaken within the URA. The forums were conducted in January and April of 2000.
- Maps were made available at all public meetings in a variety of formats for the community to have a visual understanding of the urban renewal area.
- One Community Advisory Committee meeting was video taped to provide for future viewing by a larger audience and to be made into an educational video on urban renewal.
- Public comment forms were available at forums and meetings to encourage input from those who were reluctant to share their concerns verbally.
- Copies of minutes of Community Advisory Committee meetings, forums and workshops have been made available to the public.

This public outreach was followed by open, public, and properly announced meetings of the Portland Development Commission (June 21 and July 12), the Portland Planning Commission (July 11, July 25, and August 8), and the City Council (August 16 and 23), that included citywide mailed notice and opportunities to testify and effectively influence city decisions at each of the public hearings. The Portland Development Commission approved the *Interstate Corridor Urban*

Renewal Plan by resolution. The Portland Planning Commission reviewed the plan for conformity with the Comprehensive Plan, and on August 8, 2000, recommended that the plan be approved by City Council. The *Interstate Corridor Urban Renewal Plan* conforms to the citizen involvement requirements of the *Comprehensive Plan*.

Citywide Goal 11: Public Facilities

Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

Finding: The *Interstate Corridor Urban Renewal Plan* supports existing and planned land use patterns and densities depicted on the *Comprehensive Plan Map*. The urban renewal plan expressly provides that:

The City of Portland's Comprehensive Plan and implementing ordinances govern land use within the area. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend this Section, as applicable, without the necessity of any further formal action. This Section and Exhibit "B" (Comprehensive Plan Map) shall thereafter incorporate the relevant amendments, additions or deletions. To the extent this Section VI and Exhibit B conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern. The Report accompanying this urban renewal plan contains a brief description of the zoning designations which correspond to the Comprehensive Plan designations.

Citywide Policy 11.1 Service Responsibility

Within its boundaries of incorporation, the City of Portland will 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 storm water sewers;
- (3) Police protection;
- (4) Fire protection;
- (5) Parks and recreation;
- (6) Water supply;
- (7) Planning, zoning, buildings and subdivision control.

Finding: The *Interstate Corridor Urban Renewal Plan* will support "hard project" facilities. General Principle 12 provides:

The availability of urban renewal funding should not cause other City programs or agencies to allocate resources which would otherwise be earmarked for north/northeast Portland to other parts of the city. Where appropriate, City programs or agencies should consider shifting resources away from capital projects eligible for urban renewal funds,

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towards other north/northeast Portland community needs which are ineligible for urban renewal funding.

The *Interstate Corridor Urban Renewal Plan* enhances the city's opportunities to fulfill its service obligations through the following Community Facilities Principles:

1. Existing Facilities. Maintain, enhance and connect existing community services and facilities to meet the needs of current and future residents.
2. Location Coordination. Coordinate the location and operation of community facilities with transportation and housing investments.
3. Intergenerational. Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc.
4. Accessibility. Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities.

Citywide Policy 11.9 Transit Corridors

High priority will be given to improvements which promote more effective public transportation for those streets functioning as transit corridors.

Finding: The *Interstate Corridor Urban Renewal Plan* follows this priority for the reasons stated in the citywide Goal 6 transportation findings above.

Citywide Policy 11.12 Transit Improvements

Construct or modify transit streets to promote more efficient and effective public transportation and improve access for pedestrians to transit. Construct transit streets so that transit vehicle movement is not significantly impaired or made unsafe by street width, turning radii or other physical constraints.

Finding: The *Interstate Corridor Urban Renewal Plan* supports promotes more efficient and effective public transportation and improve access for pedestrians to transit for the reasons stated in the citywide Goal 6 transportation findings above. Satisfaction of street width, turning radii, and other physical constraint considerations is demonstrated in the *Interstate Max Conceptual Design Report, and Response to City Council Issues*, October 8, 1999.

Citywide Subgoal 11 F: Parks And Recreation

Maximize 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.

Finding: The *Interstate Corridor Urban Renewal Plan* cannot support routine park maintenance and operations like lawn mowing or litter removal, but can preserve parks and open space, and can fund projects to improve the quality, safety, and usability of parks and park facilities. The plan includes the following Parks and Open Space Principles:

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

Citywide Goal 12: Urban Design

Enhance 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban design and historic preservation through the following principles:

1. Target Street Improvements. Target streetscape improvements to complement light rail use and to leverage appropriate private investment.
2. Development Quality. Promote high quality development that recognizes and builds on the existing architectural character and assets of the area and that uses high-quality, long-lasting materials that complement existing adjacent buildings.

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3. **Historic Preservation.** Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects a high priority of urban renewal activities. Place an emphasis on resources that are reflective of the area's social and cultural history.
4. **Design Review.** On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the area.
5. **Heritage.** Recognize, honor, and preserve buildings, sites, and other features associated with the diverse cultural and social heritage of the area, particularly that of the African-American community.
6. **Art & Parks.** Encourage development near light rail to incorporate public art and pocket parks. Where possible and appropriate, join TRI-MET in investing in public art and greenspaces and encourage private investment as well. Public art should reflect the history of the area and should utilize local artists.

Citywide Policy 12.1 Portland's Character

Enhance and extend 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports Portland's charter through the design principles stated in the citywide Goal 12 finding above, particularly Principles 2-6.

Citywide Policy 12.2 Enhancing Variety

Promote the development of areas of special identity and urban character. Portland is a city built from the aggregation of formerly independent settlements. The city's residential, commercial and industrial areas should have attractive identities that enhance the urbanity of the city.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban character and special identity through the design principles stated in the citywide Goal 12 finding above, particularly Principles 2-6.

Citywide Policy 12.3 Historic Preservation

Enhance 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban character and special identity through the design principles stated in the citywide Goal 12 finding above, particularly Principle 5.

Citywide Policy 12.4 Provide for Pedestrians

Portland is experienced most intimately by pedestrians. Recognize 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.

Finding: The *Interstate Corridor Urban Renewal Plan* supports urban character and special identity for the reasons stated in the citywide Goal 6 transportation findings above, and through the design principles stated in the citywide Goal 12 finding above, particularly Principle 1.

Citywide Policy 12.6 Preserve Neighborhoods

Preserve and support the qualities of individual neighborhoods that help to make them attractive places. Encourage neighborhoods to express their design values in neighborhood and community planning projects. Seek ways to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

Finding: The *Interstate Corridor Urban Renewal Plan* helps preserve neighborhoods for the reasons stated in the findings for citywide Goal 3 above, and through the design principles stated in the citywide Goal 12 finding above, particularly Principles 3, 4, and 5.

Citywide Policy 12.7 Design Quality

Enhance 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.

Finding: The *Interstate Corridor Urban Renewal Plan* encourages design quality through the design principles stated in the citywide Goal 12 finding above, particularly Principle 2.

ALBINA COMMUNITY PLAN

The *Albina Community Plan* was adopted by City Council on September 30, 1993, as part of Portland's *Comprehensive Plan*. The *Albina Community Plan* articulates a detailed vision for the revitalization of north and northeast Portland. The *Interstate Corridor Urban Renewal 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. Specifically, the Albina Community Plan will be the framework plan for the urban renewal area."

The *Interstate Corridor Urban Renewal Plan* conforms to the following applicable provision of the *Albina Community Plan* for the reasons stated in the citywide findings above. Whenever the Albina Community Plan establishes a numeric objective that is not contained in the citywide plan, a supplemental finding is provided below:

Albina Land Use Policy A: 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.

Albina Land Use Policy B: 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.

Albina Land Use Policy C: 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.

Albina Land Use Policy D: 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.

Albina Land Use Policy E: 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.

Albina Transportation Policy

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

Albina Transportation Policy, Objective 9

Support early development of a light rail line serving inner North and Northeast Portland. Ensure that light rail transit and supporting bus service provides access for local residents as well as regional service through the district.

Albina Transportation Policy, Objective 10

Provide transportation access to jobs and training opportunities. Link commercial, employment and residential areas with an efficient multimodal transportation system.

Albina Transportation Policy, Objective 12

Provide for higher density housing opportunities adjacent to the northern light rail alignment that is timed with the completion of the Environmental Impact Statement (EIS) process and the securing of funding. Limit rezonings that allow higher density housing to locations that are within 2,000 feet of the location of light rail transit stations as identified in the approved EIS.

Supplemental Finding: This policy is met for the reasons stated in the finding for Citywide Policy 2.11, Commercial Centers.

Albina Business Growth and Development, General Policy

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.

Albina Business Investment and Development, Policy A

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.

Albina Business Investment and Development, Policy A, Objective 7

Nurture and promote local entrepreneurship, micro-business growth, and business expansion, particularly for emerging small businesses and enterprises owned by women and minorities.

Albina Business Investment and Development, Policy A, Objective 8

Support community and private sector efforts to build working capital loan funds for Albina Community business start-up and expansion.

Albina Business Investment and Development, Policy A, Objective 9

Support the growth of community-based revitalization organizations and corporations offering technical, development, and/or financial assistance to community entrepreneurs and businesses.

Albina Business Investment and Development, Policy A, Objective 10

Create business incentive programs and resources which foster start-up firms and expansion in targeted industries.

**Albina Business Investment and Development, Policy B,
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.

**Albina Business Investment and Development, Policy C: 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.

Albina Jobs and Employment Policy

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.

Albina Jobs and Employment Policy, Objective 1

Increase the number of Albina residents who have family wage jobs.

Albina Jobs and Employment Policy, Objective 2

Encourage local employers to hire area residents from the Albina Community.

Albina Jobs and Employment Policy, Objective 3

Develop and strengthen a network of agencies to effectively coordinate the referral of adults and youth into the appropriate pre-employment training, educational programs and support services, thus eliminating duplication of services.

Albina Jobs and Employment Policy, Objective 4

Encourage instructors of job skills training and education programs to become familiar with other languages in order to improve communication with Albina's diverse population.

Albina Jobs and Employment Policy, Objective 5

Ensure that job training and education programs prepare area residents and students to effectively participate in the workforce.

Albina Jobs and Employment Policy, Objective 6

Identify successful sensitivity and multi-cultural training programs and invite local businesses to replicate them.

Albina Jobs and Employment Policy, Objective 7

Develop and continue training programs that are designed to accommodate youth, adult and "special needs" populations.

Albina Jobs and Employment Policy, Objective 8

Develop a mix of programs and services to provide child care for working parents and those who are in job training or education programs.

Albina Jobs and Employment Policy, Objective 9

Provide assistance and guidance to youth with education and career decisions.

Albina Jobs and Employment Policy, Objective 10

Encourage collaboration between businesses, schools and job training centers so that they can solicit from each other the types of skills and training necessary for a successful job candidate.

Albina Jobs and Employment Policy, Objective 12

Ensure that area residents have affordable and convenient access to major employment centers.

Albina Jobs and Employment Policy, Objective 13

Target a minimum of 20% of all new jobs over the next 20 years to Albina residents.

Supplemental Finding: The *Interstate Corridor Urban Renewal Plan* benefits the existing community. General Principle 2 states:

The Interstate Corridor URA will primarily benefit *existing* residents and businesses within the urban renewal area through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, protection of residents and businesses from the threats posed by gentrification and displacement, and through the creation and enhancement of those features which enhance the quality of life within the urban renewal area. A special emphasis will be placed on providing timely benefits to groups most at risk of displacement (e.g., the elderly, people of color, small businesses, low income people, the disabled).

Albina Jobs and Employment Policy, Objective 14

Identify and support an existing, broadly representative community-based committee from the Albina Community Plan area to monitor, advocate, and serve as the accountability link with organized employment and education service delivery systems. The committee's goals are to ensure that the Plan's Jobs & Employment and Education policy objectives and actions are rigorously pursued and implementation programs coordinated, efficient, and effective.

Albina Housing Policy

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.

Albina Housing Policy, Objective 1

Improve the quality and quantity of housing for Albina residents. Provide a variety of housing types for households of all sizes and incomes.

Albina Housing Policy, Objective 2

Add 3,000 new housing units to the Albina Community Plan Study Area over the next 20 years.

Supplemental Finding: The *Interstate Corridor Urban Renewal Plan* will add 2,120 housing units within a 3,700 acre area within the next 20 years. Approximately 3,000 of these acres are within the 12,000 acre Albina Community Plan Study Area. Since almost one-third of the total housing goal will be met in one-quarter of the study area, the *Interstate Corridor Urban Renewal Plan* conforms with the *Albina Community Plan*.

Albina Community Image and Character, General Policy

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.

Albina Community Image and Character, Policy A: 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.

Albina Community Image and Character, Policy B: 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.

Albina Community Image and Character, Policy C: Historic Preservation

Protect the rich historic, cultural and architectural heritage of the Albina Community for its residents, workers and visitors.

Exhibit E

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*

Exhibit E

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

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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

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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.

Exhibit E

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.