

# Attachment 4:

## Findings of Fact Report

### November 10, 2020

#### Background on Project Type of Amendment:

This Project is a Substantial Amendment to the Interstate Corridor Urban Renewal Plan (Substantial Amendment). The proposed Substantial Amendment increases the maximum indebtedness of the Interstate Corridor Urban Renewal Plan (Plan) by \$67,000,000 to a total of \$402,000,000. Seventy percent (~\$45 million) of the funds generated by this increase will be allocated to the Portland Housing Bureau (PHB) for affordable housing that implements the N/NE Neighborhood Housing Strategy. The remaining thirty percent (~\$19 million) will support Prosper Portland programs and projects that implement the goals and objectives of the North/Northeast Community Development Initiative Action Plan, including a Cultural Business Hub and the Williams & Russell project.

This amendment is incorporated into the Amended and Restated Interstate Corridor Urban Renewal Area Plan 2021. Authority for the use of urban renewal is codified in Chapter 457 of the Oregon Revised Statutes (ORS). The statutes include criteria for establishing urban renewal areas (or tax increment finance districts) and the required contents of urban renewal area plans and reports. Prosper Portland is the City's designated urban renewal and redevelopment agency. On October 14, 2020, the Prosper Portland Board of Commissioners approved the Amended and Restated Interstate Corridor Plan 2021, which incorporates the proposed Substantial Amendment, and referred it to the City Council.

ORS 457 also requires that the City's Planning Commission (PSC) review proposed urban renewal plans and substantial amendments to urban renewal plans. The proposed amendment to the Plan is considered a substantial amendment because it increases the maximum indebtedness of the Plan. The PSC's recommendations on urban renewal plans and substantial amendments are submitted to the Portland City Council for its deliberations. The ordinance adopting a Substantial Amendment must include a finding that the amendment conforms to the city's comprehensive plan. The background to support that finding are incorporated into this document.

Prosper Portland (then called the Portland Development Commission, the City of Portland's urban renewal agency) adopted the Interstate Corridor Urban Renewal Plan (Plan), in accordance with Chapter 457 of the Oregon Revised Statutes (ORS) on August 16, 2000. The Plan has been previously amended twelve times. This Amended and Restated Interstate Corridor Urban Renewal Plan 2021 makes changes to the Plan, which changes are referred to or identified in this Report for convenience as the "13th Amendment." In addition, this Amended and Restated Interstate Corridor Urban Renewal Plan 2021 amends and restates the Plan in its entirety, incorporating and subsuming all prior versions of the Plan, which prior versions are of no further force and effect to the extent absent from this 2021 Amended and Restated Plan.

## Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment Attachment 4 Findings of Fact Report

The 13<sup>th</sup> Amendment does two things: it increases the maximum indebtedness of the urban renewal area and adds funding for two types of projects, affordable housing development and a Cultural Business Hub. Maximum indebtedness is the total amount of funds allowed to be spent in the urban renewal area on projects, programs, and administration over the life of the urban renewal plan. The maximum indebtedness increase of the Interstate Corridor Urban Renewal Area is \$67 million, allocated to the implementation of the two projects. Seventy percent of the tax increment funding in the Interstate Corridor Urban Renewal Area goes to affordable housing to be implemented through the Portland Housing Bureau. The remaining thirty percent will be allocated to Prosper Portland. The financial resources generated by the 13<sup>th</sup> Amendment and allocated to Prosper Portland will be invested in administration and programs and projects that implement goals and objectives of the North/Northeast Community Development Initiative Action Plan, including the Williams & Russell project.

The 13<sup>th</sup> Amendment does not adopt a new plan, amend the goals and objectives, or amend the boundaries as stated in Comprehensive Plan Policy 1.8. However, due to the increase in the maximum indebtedness, the 13<sup>th</sup> Amendment is considered a substantial amendment by ORS 457 and must go through the same review procedure as a new urban renewal plan, including finding the 13<sup>th</sup> Amendment in conformance with the Comprehensive Plan. The Goals and Objectives for these two types of projects already exist in the Interstate Corridor Urban Renewal Plan and the Interstate Corridor Urban Renewal Plan has been previously reviewed for its compliance with the Comprehensive Plan. The review of the 13<sup>th</sup> Amendment and how it complies with the Comprehensive Plan will focus on the increase of funding to implement projects and the two projects, affordable housing and a Cultural Business Hub.

ORS 457 uses the words “conforms to” (ORS 457.095(2)(c)). The Comprehensive Plan verbiage states “complies with” or is “consistent with”. In these findings, the statements “complies with” or is “consistent with” are the same as “conforms to”. “Conforms to” will be used in the implementing ordinance to be adopted by the Portland City Council as the ordinance requirements are set out in ORS 457.095.

### Background on Project:

In 2017, Prosper Portland and Portland Housing Bureau staff began conversations with the community in the Interstate Corridor Urban Renewal Area to consider both increasing the maximum indebtedness (MI) of the area to fund additional affordable housing projects and to consider the development of what was then called the Hill Block, now called the Williams & Russell site. The North/Northeast Community Development Initiative Oversight Committee has guided the planning on this amendment after reviewing key considerations of the 13<sup>th</sup> Amendment.

As indicated in these findings, significant public outreach has resulted in a recommendation by the North/Northeast Community Development Initiative Oversight Committee to increase the maximum indebtedness of the Interstate Corridor Urban Renewal Plan by the statutory limitations, \$67 million, allocating 70% of the net increase in maximum indebtedness (after allowance for district administration) to affordable housing development through the Portland Housing Bureau and the remaining 30% of the increased MI to Prosper Portland for implementation of the North/Northeast Community Development Initiative including the Williams & Russell project.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

The Portland Housing Bureau has vetted this MI increase through their community-based North/Northeast Housing Oversight Committee, which recommended moving forward with the MI increase.

There are three projects that will be undertaken in the Area by the Portland Housing Bureau with the increased MI. If there is additional funding or if one of these projects does not move forward, the Prosper Portland will provide the Portland Housing Bureau with use of such funds in accordance with ORS 456.125(5) for additional affordable housing units and to support affordable housing in alignment with the North/Northeast Neighborhood Housing Strategy. If for some reason any of these projects are unable to be completed, the re-allocation of funding will be determined by the Portland Housing Bureau to other affordable housing projects in the Interstate Corridor Urban Renewal Area.

1. Home ownership opportunity for 40 to 50 households on the Carey Boulevard property purchased by the Portland Housing Bureau from the Portland Water Bureau. Income restrictions for this project are up to 80% median family income (MFI) for two bedrooms or less or up to 100% for three or more bedrooms. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy to select home buyers.
2. Development of the property owned by the Portland Housing Bureau located at the corner of North Williams and Alberta, of either home ownership or multifamily rental. This property was purchased by the Portland Housing Bureau in late summer of 2019. It has the potential of 100 to 150 units of rental housing. Income restrictions for this project are at 60% MFI or less. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy will be followed.
3. Funds set aside for the Williams & Russell project in the event that the decision is made by the Project Working Group to include affordable housing on that site. The same guidelines as the above two projects will apply depending on the type of development that is chosen, homeownership or rental.

The funds to be allocated to Prosper Portland will implement the North/Northeast Community Development Initiative including development of the Williams & Russell site, as described below.

Development Project: The Portland Mayor's Office, Prosper Portland, and Legacy Health have come together to support the development of a long-vacant parcel of land adjacent to Legacy Emanuel Medical Center in North Portland. The Williams & Russell property, historically known as the Hill Block, located at N. Russell Street and Williams Avenue, is currently owned by Legacy Health. Williams & Russell's size is approximately 1.7 acres or 74,000 square feet of land. The intention behind the redevelopment of Williams & Russell is to benefit, support, and honor Portland's Black community which has had a long-standing history of ownership in the area.

In the early 1970s, Prosper Portland (then the Portland Development Commission (PDC)) and the City of Portland condemned, purchased, and demolished 188 properties as part of the Emanuel Hospital expansion project. Emanuel Hospital purchased these properties from PDC and acquired additional properties from individual property owners in order to grow and expand its campus in North Portland. As part of the initial agreement of the hospital expansion, the deed from PDC to Emanuel Hospital required that Emanuel would complete "the development of the Property for hospital and other related uses ... by January 1, 1990." The deed stated that this specific requirement was binding and "for the benefit the Community and (PDC)" and was enforceable by PDC against (Emanuel Hospital).

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

Since no development occurred on the site to date, the community stands to benefit from the future development of Williams & Russell. As such, in 2017 leaders in the community nominated representatives from organizations and groups connected to the North/Northeast community to serve as members of a Project Working Group (PWG), which convened in early 2018 and has subsequently worked to develop a process that will lead to the eventual development of Williams & Russell that will benefit the impacted community.

The site is located between North Vancouver and North Williams streets at the 2600 and 2700 blocks of North Russell. North Williams being the official boundary between North and Northeast Portland, the site is located right at the juncture of these “quadrants.” The property consists of a single block, totaling roughly 1.7 acres, and is vacant except for two trees and two small concrete driveways. The site has a modest 2.5% slope and has previously been used as a parking lot. It enjoys excellent street access from four directions offering roughly 500 feet of street frontage on Williams and Vancouver, and approximately the same on Knott and Russell Streets. There are no obvious constraints to redevelopment.

The development is described in the North/Northeast Community Development Action Plan as:

**Cultural-Business Hub at Williams & Russell Site:** Foster multigenerational wealth creation by investing in a project that will provide commercial space for small businesses owned by Blacks and other people of color. The project will be a place for businesses to grow and thrive, and will create active, vital sites offering culturally specific products, services, foods and/or entertainment.

The project would be owned by Blacks and other people of color and meet specific timing, conditions and criteria:

**Project Selection Criteria:**

1. Aligns with the goals and objectives of the North/Northeast Community Development Initiative Action Plan especially:
  - Fostering multigenerational wealth creation through property ownership.
  - Fostering multigenerational wealth creation through business ownership.
2. Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
3. Demonstrates a commitment to tenancing a majority of the project with local, minority-owned businesses.
4. Provides long-term community benefits for Blacks and other people of color.
5. Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.
6. Demonstrates financial feasibility and commitment from development and financial partners.

Urban renewal plan substantial amendments must be found in conformance with the Comprehensive Plan goals, policies, and map. The analysis of conformance to any relevant area plans adopted by City Council are also included in this Findings of Fact Report. (33.835.040 and 33.810.050).

1. **Finding:** The City Council has identified and addressed all relevant and applicable goals and policies in this document.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

2. **Finding:** As discussed in more detail below, the City Council has considered the public testimony on this matter and has considered all applicable goals and policies and has found the Interstate Corridor Urban Renewal Plan Substantial Amendment 2020 is in conformance with the goals and policies of the Comprehensive Plan, and other relevant city plans.

## Part III. Portland's Comprehensive Plan

Portland's 2035 Comprehensive Plan was adopted as part of Task Four of Periodic Review. Task Four was adopted by Ordinance No. 187832 on June 15, 2016. The 2035 Comprehensive Plan was amended as part of Task Five of Periodic Review, which was adopted by Ordinance No. 188177 on December 21, 2016. Both ordinances were made effective on May 24, 2018 by Ordinance No. 188695, and both Tasks Four and Five were approved by LCDC Order 18 – WKTSK – 001897 on August 8, 2018.

- 3. Finding:** The City Council has identified the following guiding principles, goals and policies to be applicable to the 13<sup>th</sup> Amendment.

### Guiding Principles

The 2035 Comprehensive Plan adopted five “guiding principles” in addition to the goals and policies typically included in a comprehensive plan. These principles were adopted to reinforce that implementation of the plan needs to be balanced, integrated and multi-disciplinary, and the influence of each principle helps to shape the overall policy framework of the plan. While the policies in the Comprehensive Plan effectively ensure that the guiding principles are met, the findings below further demonstrate that in addition to meeting those specific policies on balance, the 3<sup>th</sup> Amendment is consistent with these guiding principles as described below.

**Economic Prosperity.** Support a low-carbon economy and foster employment growth, competitiveness and equitably distributed household prosperity.

- 4. Finding:** The 13<sup>th</sup> Amendment does not change the comprehensive plan designations on any currently designated employment lands and does not change any zoning code provisions that apply to commercial or employment areas. Therefore, there is no direct impact to employment capacity or economic activity, and it is therefore consistent with this guiding principle. The 13<sup>th</sup> Amendment helps support business district vitality by allowing for more households to locate in Portland, closer to goods, services, and markets. The 13<sup>th</sup> Amendment also helps support the city's general economic competitiveness by increasing the available housing capacity. The implementation of the North/Northeast Community Development Initiative including the Williams & Russell site development will provide commercial space for small businesses owned by Blacks and other people of color.

**Human Health.** Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

- 5. Finding:** Homelessness and the housing cost burden has a direct health impact on many Portlanders – either through added economic stress and the inability to afford medical care, or through the direct impact of living outdoors. The 13<sup>th</sup> Amendment is supporting human health and furthering this principle because it is focused on increasing the available housing capacity and on creating a community based development that will include a development project whose focus is to honor Portland's Black community, support community housing and economic needs, and further Legacy Health's mission of promoting health and wellness for children and families.

**Environmental Health.** Weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish and wildlife. Recognize the intrinsic value of nature and sustain the ecosystem services of Portland's air, water and land.

- 6. Finding:** The 13<sup>th</sup> Amendment supports this principle by promoting the development of housing and a neighborhood on existing urbanized land. This expands the capacity to provide housing in Portland without impacting natural areas.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

**Equity.** Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

**7. Finding:** The 13<sup>th</sup> Amendment is supporting equity and this guiding principle because it is focused on increasing the available housing capacity guided by the strategies established in the North Northeast Housing strategy and on creating a community based development that will include a development project whose focus is to honor Portland’s Black community, support community housing and economic needs, and further Legacy Health’s mission of promoting health and wellness for children and families.

**Resilience.** Reduce risk and improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt to changes from natural hazards, human-made disasters, climate change, and economic shifts.

**8. Finding:** The 13<sup>th</sup> Amendment furthers this principle by adding needed affordable housing units and implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub in the neighborhood, supporting residents and providing housing choices for those who have been historically impacted by previous urban renewal activities.

## Chapter 1: The Plan

**Goal 1.A: Multiple goals.** Portland’s Comprehensive Plan provides a framework to guide land use, development, and public facility investments. It is based on a set of Guiding Principles that call for integrated approaches, actions, and outcomes that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.

**9. Finding:** As noted above, the 13<sup>th</sup> Amendment is consistent with the guiding principles of the Comprehensive Plan. As part of an integrated approach to meet multiple goals, the City Council has considered, weighed and balanced applicable policies, as described on page HTU-5 of the Comprehensive Plan, to determine that this ordinance on the whole complies with the Comprehensive Plan. As described below, the City Council’s decision to adopt the 13<sup>th</sup> Amendment has considered the multiple goals of the comprehensive plan, including the guiding principles, to determine that the adoption of this ordinance will ensure that Portland is prosperous, healthy, equitable, and resilient.

**Goal 1.B: Regional partnership.** Portland’s Comprehensive Plan acknowledges Portland’s role within the region, and it is coordinated with the policies of governmental partners.

**10. Finding:** . All impacted taxing districts received notice of the proposed 13<sup>th</sup> Amendment from the required 45 day consult and confer process identified in ORS 457 and individual briefings to Multnomah County and Portland Public Schools..

**Goal 1.C: A well-functioning plan.** Portland’s Comprehensive Plan is effective, its elements are aligned, and it is updated periodically to be current and to address mandates, community needs, and identified problems.

**11. Finding:** The City Council defines “effective” as being successful in producing a desired or intended result. The desired or intended result is embodied in the Guiding Principles and goals and policies of the Comprehensive Plan. These findings demonstrate how the 13<sup>th</sup> Amendment is consistent with the Comprehensive Plan, including advancing multiple goals. The 13<sup>th</sup> Amendment provides a funding source to finance more housing and implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub development to promote livable communities and address historic displacement in the ICURA boundary.

**Goal 1.D: Implementation tools.** Portland’s Comprehensive Plan is executed through a variety of implementation tools, both regulatory and non-regulatory. Implementation tools comply with the Comprehensive Plan and are carried out in a coordinated and efficient manner. They protect the public’s current and future interests and balance the need for providing certainty for future development with the need for flexibility and the opportunity to promote innovation.

**12. Finding:** The 13<sup>th</sup> Amendment is one of the implementation tools for the Comprehensive Plan by providing financing to complete projects in the ICURA boundary.

The City Council defines “flexibility” as a capability to adapt to new, different, or changing requirements and “innovation” as the introduction of something new. The 13<sup>th</sup> Amendment provides for funding of housing in the Area and for implementation of the North/Northeast Community Development Initiative including working with the community on a Cultural-Business Hub development and is therefore consistent with this goal.

**Goal 1.E: Administration.** Portland’s Comprehensive Plan is administered efficiently and effectively and in ways that forward the intent of the Plan. It is administered in accordance with regional plans and state and federal law.



Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

**13. Finding:** The 13<sup>th</sup> Amendment does not change the 2035 Comprehensive Plan or provide standards for implementing the plan. As noted above, the amendments are consistent with the guiding principles of the 2035 Comprehensive Plan.

The findings in this exhibit demonstrate how the 13<sup>th</sup> Amendment is consistent with the 2035 Comprehensive Plan by providing financing source for the development of affordable housing and implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub.. All impacted taxing districts received notice of the proposed 13th Amendment through the required 45 day consult and confer process..

## The Comprehensive Plan

**Policy 1.1. Comprehensive Plan elements.** Maintain a Comprehensive Plan that includes these elements:

- **Vision and Guiding Principles.** The Vision is a statement of where the City aspires to be in 2035. The Guiding Principles call for decisions that meet multiple goals to ensure Portland is prosperous, healthy, equitable, and resilient.
- **Goals and policies.** The goals and policies of the Comprehensive Plan, including the Urban Design Framework, provide the long-range planning direction for the development and redevelopment of the city.
- **Comprehensive Plan Map.** The Comprehensive Plan Map is the official long-range planning guide for spatially defining the desired land uses and development in Portland. The Comprehensive Plan Map is a series of maps, which together show the boundaries of municipal incorporation, the Urban Service Boundary, land use designations, and the recognized boundaries of the Central City, Gateway regional center, town centers, and neighborhood centers.
- **List of Significant Projects.** The List of Significant Projects identifies the public facility projects needed to serve designated land uses through 2035 including expected new housing and jobs. It is based on the framework provided by a supporting Public Facilities Plan (PFP). The Citywide Systems Plan (CSP) is the City’s public facilities plan. The Transportation System Plan (TSP) includes the transportation-related list of significant projects. The list element of the TSP is also an element of the Comprehensive Plan.
- **Transportation policies, street classifications, and street plans.** The policies, street classifications, and street plan maps contained in the Transportation System Plan (TSP) are an element of the Comprehensive Plan. Other parts of the TSP function as a supporting document, as described in Policy 1.2.

**14. Finding:** The 13<sup>th</sup> Amendment does not change the structure of these plan elements. This policy is not applicable.

## Supporting Documents

**Policy 1.2. Comprehensive Plan supporting documents.** Maintain and periodically update the following Comprehensive Plan supporting documents.

- 1. Inventories and analyses.** The following inventories and analyses are supporting documents to the Comprehensive Plan:
  - Economic Opportunities Analysis (EOA)
  - Buildable Lands Inventory (BLI)

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

- Natural Resource Inventory (NRI)
- Housing Needs Analysis (HNA)

**15. Finding:** The above-noted supporting documents are not impacted by the 13<sup>th</sup> Amendment. This Policy is not applicable.

**2. Public Facilities Plan.** The Public Facilities Plan (PFP) is a coordinated plan for the provision of urban public facilities and services within Portland’s Urban Services Boundary. The Citywide Systems Plan (CSP) is the City’s public facilities plan.

**16. Finding:** As demonstrated in the findings – the 13<sup>th</sup> Amendment does not impact the provision of public services and is consistent with the adopted Citywide Systems Plan (CSP). The CSP, which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017, includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects.. This policy is not applicable.

**3. Transportation System Plan (TSP).** The TSP is the detailed long-range plan to guide transportation system functions and investments. The TSP ensures that new development and allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The TSP includes a financial plan to identify revenue sources for planned transportation facilities included on the List of Significant Projects. The TSP is the transportation element of the Public Facilities Plan. Certain components of the TSP are elements of the Comprehensive Plan. *See Policy 1.1.*

**17. Finding:** As demonstrated in the findings for the goals and policies of Chapter 9 (Transportation), the 13<sup>th</sup> Amendment is consistent with and does not amend the Transportation System Plan.

**4. School Facility Plans.** School facility plans that were developed in consultation with the City, adopted by school districts serving the City, and that meet the requirements of ORS 195 are considered supporting documents to the Comprehensive Plan.

**18. Finding:** David Douglas School District (DDSD) is currently the only school district in Portland with an adopted school facility plan that meets this policy. None of the proposed housing developments will be in the service area for this school district, so there will be no impact on this school district.

## Implementation tools

**Policy 1.3. Implementation tools subject to the Comprehensive Plan.** Maintain Comprehensive Plan implementation tools that are derived from, and comply with, the Comprehensive Plan.

*Implementation tools include those identified in policies 1.4 through 1.9.*

**19. Finding:** The 13<sup>th</sup> Amendment complies with the Comprehensive Plan and is consistent with this policy for the reasons described in this Findings of Fact Report and because it provides increased financing for projects that implement the policies of the Interstate Corridor Urban Renewal Plan and the Comprehensive Plan.

**Policy 1.4. Zoning Code.** Maintain a Zoning Code that establishes the regulations that apply to various zones, districts, uses, and development types.

**20. Finding:** Title 33 is the adopted and effective zoning code tool for the city. The 13<sup>th</sup> Amendment is not applicable as it does not change the zoning code.

**21. Policy 1.5. Zoning Map.** Maintain a Zoning Map that identifies the boundaries of various zones, districts, and other special features.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

**22. Finding:** The 13<sup>th</sup> Amendment is not applicable to this policy because it does not change the zoning map.

**Policy 1.6. Service coordination agreements.** Maintain coordination agreements with local governments of adjoining jurisdictions concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and public school districts concerning educational facilities within Portland's Urban Services Boundary.

**23. Finding:** The city maintains several intergovernmental agreements concerning mutual recognition of urban service boundaries; special service districts concerning public facilities and services within Portland's Urban Services Boundary; and with public school districts. This policy is not applicable to the 13<sup>th</sup> Amendment because there are no changes being made to these coordination agreements.

**Policy 1.7. Annexations.** Provide a process incorporating urban and urbanizable land within the City's Urban Services Boundary through annexation. See policies 8.11-8.19 for service extension requirements for annexations.

**24. Finding:** The city has a process for incorporating urban and urbanizable land. The 13<sup>th</sup> Amendment does not include any annexations nor change current processes for incorporation of land. Therefore, this policy is not applicable.

**Policy 1.8. Urban renewal plans.** Coordinate Comprehensive Plan implementation with urban renewal plans and implementation activities. A decision to adopt a new urban renewal district, adopt or amend goals and objectives that will guide investment priorities within a district, or amend the boundaries of an existing district, must comply with the Comprehensive Plan.

**25. Finding:** The 13<sup>th</sup> Amendment does not adopt a new urban renewal plan, amend the goals and objectives or amend the boundaries; it does increase the maximum indebtedness of the urban renewal plan. Maximum indebtedness is the total amount of funds allowed to be spent in the urban renewal area on projects, programs and administration over the life of the urban renewal plan. Due to the increase in the maximum indebtedness, the 13<sup>th</sup> Amendment is considered a substantial amendment by ORS 457 and must go through the same review procedure as a new urban renewal plan, including finding the 13<sup>th</sup> Amendment in conformance with the Comprehensive Plan. The maximum indebtedness increase of the Interstate Corridor Urban Renewal Area is \$67 million, allocated to the implementation of projects. The 13<sup>th</sup> Amendment describes two types of projects on which the increased funding may be used: affordable housing defined in Finding 88 and implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub, defined in Finding 122. Goals and Objectives for these two types of projects already exist in the Interstate Corridor Urban Renewal Plan and the Interstate Corridor Urban Renewal Plan has been previously reviewed for its compliance with the Comprehensive Plan. The 13<sup>th</sup> Amendment complies with the Comprehensive Plan and is consistent with this policy for the reasons described in this Findings of Fact Report and because it provides increased financing for projects that implement the policies of the Interstate Corridor Urban Renewal Plan and the Comprehensive Plan.

**Policy 1.9. Development agreements.** Consider development agreements entered into by the City of Portland and pursuant to Oregon Revised Statute 94 a Comprehensive Plan implementation tool.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

- 26. Finding:** The 13<sup>th</sup> Amendment is consistent with the policy because implementation of the 13<sup>th</sup> Amendment may necessitate development agreements between the Portland Housing Bureau or Prosper Portland with developers for the provision of the housing, implementation of the North/Northeast Community Development Initiative including the Cultural-Business Hub on the Williams & Russel site.

## Administration

**Policy 1.10. Compliance with the Comprehensive Plan.** Ensure that amendments to the Comprehensive Plan's elements, supporting documents, and implementation tools comply with the Comprehensive Plan. "Comply" means that amendments must be evaluated against the Comprehensive Plan's applicable goals and policies and on balance be equally or more supportive of the Comprehensive Plan than the existing language or designation.

**1.10.a** Legislative amendments to the Comprehensive Plan's elements and implementation tools must also comply with the Guiding Principles.

**1.10.b** Legislative amendments to the Comprehensive Plan's elements should be based on the factual basis established in the supporting documents as updated and amended over time.

**1.10.c** Amendments to the Zoning Map are in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map.

- 27. Finding:** The 13<sup>th</sup> Amendment does not change any provision in the Comprehensive Plan nor in the Zoning Code. It is an implementation tool. The City Council finds that this is a fundamental policy of the Comprehensive Plan that guides the manner in which the City Council considers amendments to the Plan itself or any implementing regulations, such as the Zoning Code. The City Council interprets the policy to require the Council to consider whether, after considering all relevant facts, an amendment is equally or more supportive of the Comprehensive Plan. The City Council finds that an amendment is equally supportive when it is on its face directly supported by goals and policies in the Plan. The City Council finds that an amendment is more supportive of the Comprehensive Plan when the amendment will further advance goals and policies, particularly those that are aspirational in nature. The City Council finds that the policy requires consideration as to whether amendments are equally or more supportive of the Plan *as a whole*. The City Council finds that amendments do not need to be equally or more supportive with individual goals and policies, but rather amendments must be equally or more supportive of the entire Comprehensive Plan. Therefore, the City Council finds that there may be instances where specific goals and policies are not supported by the amendments but still the amendment is equally or more supportive of the entire Comprehensive Plan when considered cumulatively. The City Council finds that there is no precise mathematical equation for determining when the Plan as a whole is supported but rather such consideration requires City Council discretion in evaluating the competing interests and objectives of the plan.

These findings identify how the 13<sup>th</sup> Amendment conforms to the Comprehensive Plan. That is, the 13<sup>th</sup> Amendment is evaluated against the Comprehensive Plan's Guiding Principles, goals, and policies, as detailed throughout this set of findings. As described in the finding for Policy 1.2, the factual basis of the supporting documents is not changed by this ordinance.

The City Council finds that the 13<sup>th</sup> Amendment is in conformance with the Comprehensive Plan as it does not make any changes to the Comprehensive Plan but implements provisions of the Comprehensive Plan as described in these findings.

Findings in Chapter 10 address consistency with the Comprehensive Plan Map.

**Policy 1.11. Consistency with Metro Urban Growth Management Functional Plan and Urban Growth Boundary.** Ensure that the Comprehensive Plan remains consistent with the Metro Urban Growth Management Functional Plan and supports a tight urban growth boundary for the Portland Metropolitan area.

**28. Finding:** The 13<sup>th</sup> Amendment is consistent with this policy because it aims to provide additional residential capacity in Portland as described in Chapter 5 findings. This supports Metro’s plan for a tight urban growth boundary by reducing pressure to develop housing in new greenfield areas.

**Policy 1.12. Consistency with Statewide Planning Goals.** Ensure that the Comprehensive Plan, supporting documents, and implementation tools remain consistent with the Oregon Statewide Planning Goals.

**29. Finding:** The Comprehensive Plan has been found consistent with the Oregon Statewide Planning Goals.

**Policy 1.13. Consistency with state and federal regulations.** Ensure that the Comprehensive Plan remains consistent with all applicable state and federal regulations, and that implementation measures for the Comprehensive Plan are well coordinated with other City activities that respond to state and federal regulations.

**30. Finding:** The 13<sup>th</sup> Amendment is consistent with applicable state and federal regulations, including the fair housing act. The developments proposed in the 13<sup>th</sup> Amendment do not involve any action by a federal agency or a federally funded project. NEPA-style analysis is therefore not applicable.

**Policy 1.14. Public facility adequacy.** Consider impacts on the existing and future availability and capacity of urban public facilities and services when amending Comprehensive Plan elements and implementation tools. Urban public facilities and services include those provided by the City, neighboring jurisdictions, and partners within Portland’s urban services boundaries, as established by Policies 8.2 and 8.6.

**31. Finding:** As demonstrated in the findings Chapter 8 (Public Facilities and Services) and 9 (Transportation) of the Comprehensive Plan, this amendment is consistent with this policy because the City Council considered the impacts on the existing and future availability and capacity of urban public facilities and services consistent with this policy.

**Policy 1.15. Intergovernmental coordination.** Strive to administer the Comprehensive Plan elements and implementation tools in a manner that supports the efforts and fiscal health of the City, county and regional governments, and partner agencies such as school districts and transit agencies.

**32. Finding:** , Prosper Portland notified all impacted taxing districts of the proposed 13<sup>th</sup> Amendment and its impacts on them through the 45 day consult and confer notification required by ORS 457.

**Policy 1.16. Planning and Sustainability Commission review.** Ensure the Planning and Sustainability Commission (PSC) reviews and makes recommendations to the City Council on all proposed legislative amendments to Comprehensive Plan elements, supporting documents, and implementation tools. The PSC advises City Council on the City’s long-range goals, policies, and programs for land use, planning, and sustainability. The membership and powers and duties of the PSC are described in the Zoning Code.

**33. Finding:** The 13<sup>th</sup> Amendment is an amendment to the implementation tool for an urban renewal area. It is considered by ORS 457 and the Interstate Corridor Urban Renewal Plan to be a substantial amendment. All substantial amendments must be reviewed by the Planning and Sustainability Commission (PSC) for conformance to the Comprehensive Plan. The PSC reviewed the

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

13<sup>th</sup> Amendment over the course of two meetings:  
Nov. 10, 2020 – Briefing  
Nov. 24, 2020 – Hearing and recommendation

The PSC voted on November 24 to recommend to the Portland City Council that the 13<sup>th</sup> Amendment conforms with the Comprehensive Plan and should be adopted by the Council.

**Policy 1.17. Community Involvement Committee.** Establish a Community Involvement Committee to oversee the Community Involvement Program as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.

Finding: The Community Involvement Committee reviews and advises the way City staff engage with the public in land use and transportation planning. The 13<sup>th</sup> Amendment does not change this provision and therefore this policy is not applicable. **Policy 1.18. Quasi-judicial amendments to the Comprehensive Plan Map.** Applicants for quasi-judicial amendments to the Comprehensive Plan Map must show that the requested change adheres to Policies 1.10 through 1.15 and:

- Is compatible with the land use pattern established by the Comprehensive Plan Map.
- Is not in conflict with applicable adopted area-specific plans as described in Policy 1.19, or the applicable hearings body determines that the identified conflict represents a circumstance where the area specific plan is in conflict with the Comprehensive Plan and the proposed amendment is consistent with the Comprehensive Plan.

The Hearings Officer must review and make recommendations to the City Council on all quasi-judicial amendments to the Comprehensive Plan Map using procedures outlined in the Zoning Code.

**34. Finding:** This policy concerns quasi-judicial amendments to the Comprehensive Plan Map and is not applicable to this project

**Policy 1.19. Area-specific plans.** Use area-specific plans to provide additional detail or refinements applicable at a smaller geographic scale, such as for centers and corridors, within the policy framework provided by the overall Comprehensive Plan.

**1.19.a** Area-specific plans that are adopted after May 24, 2018, should clearly identify which components amend Comprehensive Plan elements, supporting documents, or implementation tools. Such amendments should be appropriate to the scope of the Comprehensive Plan; be intended to guide land use decisions; and provide geographically-specific detail. Such amendments could include policies specific to the plan area, land use designation changes, zoning map changes, zoning code changes, and public facility projects necessary to serve designated land uses.

**1.19.b** Area-specific plan components intended as context, general guidance, or directives for future community-driven efforts should not amend the Comprehensive Plan elements or implementation tools but be adopted by resolution as intent. These components include vision statements, historical context, existing conditions, action plans, design preferences, and other background information.

**1.19.c** Community, area, neighborhood, and other area-specific plans that were adopted by ordinance prior to January 1, 2018 are still in effect. However, the elements of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that are inconsistent with this Plan.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

- 35. Finding:** The 13<sup>th</sup> Amendment includes property located in - the Albina Community Plan, Eliot Neighborhood Plan and the Humboldt Neighborhood Plan area. The 13<sup>th</sup> Amendment complies with these plans, as indicated in the specific findings for those plans.

## Chapter 2: Community Involvement

**Goal 2.A: Community involvement as a partnership.** The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in planning and investment decisions.

**Goal 2.B: Social justice and equity.** The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

**Goal 2.C: Value community wisdom and participation.** Portland values and encourages community and civic participation. The City seeks and considers community wisdom and diverse cultural perspectives, and integrates them with technical analysis, to strengthen land use decisions.

**Goal 2.D: Transparency and accountability.** City planning and investment decision-making processes are clear, open, and documented. Through these processes a diverse range of community interests are heard and balanced. The City makes it clear to the community who is responsible for making decisions and how community input is considered. Accountability includes monitoring and reporting outcomes.

**Goal 2.E: Meaningful participation.** Community members have meaningful opportunities to participate in and influence all stages of planning and decision making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities. The City will seek and facilitate the involvement of those potentially affected by planning and decision making.

**Goal 2.F: Accessible and effective participation.** City planning and investment decision-making processes are designed to be culturally accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools, including those developed and recommended by under-served and under-represented communities, to promote inclusive, collaborative, culturally-specific, and robust community involvement.

**Goal 2.G: Strong civic infrastructure.** Civic institutions, organizations, and processes encourage active and meaningful community involvement and strengthen the capacity of individuals and communities to participate in planning processes and civic life.

**36. Finding:** The preparation of the 13<sup>th</sup> Amendment has provided numerous opportunities for meaningful community involvement, including:

As this is not a change to the Comprehensive Plan, a community involvement committee was not required. However, the planning for these projects was vetted through the North/Northeast Community Development Initiative Committee (including subcommittees to discuss the 13<sup>th</sup> Amendment) the North/Northeast Neighborhood Housing Strategy Oversight Committee, and the Williams & Russell Project Working Group.

The Neighborhood Economic Development Leadership Group and the North/Northeast Community Development Initiative Subcommittee guided the development of the North/Northeast Community Development Initiative Action Plan, adopted in January 2017, to plan for the funding of the Interstate Corridor Urban Renewal Area between 2016 and 2020. As part of the Action Plan, a



## Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment Attachment 4 Findings of Fact Report

North/Northeast Community Development Initiative Oversight Committee was formed. This committee met approximately once a month from its inception until March of 2020 when, due to COVID 19, it began meeting in virtual meetings every two weeks.

In August of 2017 Prosper Portland and Legacy Health announced a collaborative project to develop a long-vacant parcel (Williams & Russell site) of Legacy Health land with development to be defined through a community led process. The North/Northeast Community Development Initiative Oversight Committee and the North/Northeast Community Development Initiative Oversight ICURA Subcommittee reviewed the proposal to include the vacant parcel in the Interstate Corridor Urban Renewal Area on September 12, 2017 and October 2, 2017. They formally voted to include in in the boundary of the urban renewal area at their February 12, 2020 meeting. A Project Working Group was established to oversee community engagement and the development process for the Williams & Russell project. The Project Working Group (PWG) is comprised of community leaders, representatives of Prosper Portland's North/Northeast Community Development Initiative Oversight Committee and of the Portland Housing Bureau's North/Northeast Housing Oversight Committee, and of the Legacy Emanuel Community Partnership committee. In a December 19, 2019 North/Northeast Community Development Initiative Oversight Committee meeting, it was noted that the PWG had collected over 600 responses from community surveys regarding feedback on the development of the site.

In June of 2018, the Portland Housing Bureau made a request to Prosper Portland to increase the maximum indebtedness of the Interstate Corridor Urban Renewal Area by \$67,000,000 with seventy percent of that to be allocated to the Portland Housing Bureau. This was reviewed by the North/Northeast Community Development Initiative Oversight Committee in the June 21, 2018 meeting. As part of the review of the future of the Interstate Corridor Urban Renewal Area, the North/Northeast Community Development Initiative Oversight Committee and the PWG provided input on the potential increase in the maximum indebtedness of the urban renewal area. The increased maximum indebtedness would provide additional funding for affordable housing and for the development of the vacant Legacy Health land. The North/Northeast Community Development Initiative Oversight Committee voted to support increasing the maximum indebtedness and adding the Williams & Russell site to the Interstate Corridor Urban Renewal Area in their February 12, 2020 meeting.

The Portland Housing Bureau's North/Northeast Housing Strategy Oversight Committee unanimously voted to support the inclusion of affordable housing development in the 13<sup>th</sup> Amendment on September 19, 2019. They also voted to support the recommendation of inclusion of the Williams & Russell property and project with an allocation of tax increment dollars to support affordable housing development on the property.

More recently, the following briefings have been held with stakeholders:

**September 10, 2020: N/NE Housing Oversight Committee**

**October 6, 2020: N/NE Community Development Initiative Oversight Committee**

**October 6, 2020: Portland Housing Advisory Commission**

**October 7, 2020: Williams & Russell Project Working Group**

**October 14, 2020: Prosper Portland Board of Commissioners initiate amendment**

In light of the COVID-19 outbreak, as well as following directives outlined in Governor Brown's Executive Order no. 20 – 16, the November 24, 2020 PSC hearing was held virtually, allowing the public to testify using a telephone, mobile device, or computer. The hearing was also streamed on YouTube.

The City Council (Council) will hold a public hearing on December 15, 2020, noticed city-wide. The notice described above explained in detail how interested persons could participate in the virtual Council hearing by oral testimony or in writing. The above-described sequence ensured public participation in the decision making in a safe manner during the COVID – 19 outbreak. In summary, the public engagement process provided opportunities for interested parties to comment on and influence the project at each step, including at the PSC and City Council. The outreach and engagement process utilized various methods and forums to interact and solicit input from a wide variety of perspectives.

As noted below in these findings, the 13<sup>th</sup> Amendment is consistent with and complies with each of the applicable goals and policies of Chapter 2 (Community Involvement) of the 2035 Comprehensive Plan.

## Partners in decision making

**Policy 2.1. Partnerships and coordination.** Maintain partnerships and coordinate land use engagement with:

**2.1.a** Individual community members.

**2.1.b** Communities of color, low-income populations, Limited English Proficient (LEP) communities, Native American communities, and other under-served and under-represented communities.

**2.1.c** District coalitions, neighborhood associations, and business district associations as local experts and communication channels for place-based projects.

**2.1.d** Businesses, unions, employees, and related organizations that reflect Portland’s diversity as the center of regional economic and cultural activity.

**2.1.e** Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups.

**2.1.f** Institutions, governments, and Sovereign tribes.

**37. Finding:** This policy directs the City to maintain partnerships and coordinate community engagement on a programmatic level and the process for this 13<sup>th</sup> Amendment has complied with this policy direction. Portland Housing Bureau’s North/Northeast Neighborhood Housing Strategy Oversight Committee, Prosper Portland’s North/Northeast Community Development Initiative,, and the Williams & Russell Project Working Group have all been active in vetting this 13<sup>th</sup> Amendment and have formally approved moving forward as noted in Finding 36. The These three committees include representatives from Soul District Business Association; Portland Housing Center; Multnomah County; Black United Fund & Portland Opportunities Industrialization Center; Portland African-American Leadership Forum; Self Enhancement Inc; Black Investment Consortium for Economic Progress; Urban League and other north/northeast community members. The North/Northeast Community Development Initiative

The North/Northeast Housing Strategy prioritizes current and former longtime residents of the north/northeast Portland community for the City's affordable housing investments in the Interstate Corridor Plan area. The North/Northeast Community Development Initiative’s goal is to use TIF resources to foster economic prosperity among communities and individuals that have not fully participated in, or benefited from, economic opportunities in the Interstate Corridor Plan Area.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

Given these goals, the members of the committees providing input to Prosper Portland and the Portland Housing Bureau represent community-based organizations and neighborhood-based constituencies, as noted above.

**Policy 2.2. Broaden partnerships.** Work with district coalitions, neighborhood associations, and business district associations to increase participation and to help them reflect the diversity of the people and institutions they serve. Facilitate greater communication and collaboration among district coalitions, neighborhood associations, business district associations, culturally-specific organizations, and community-based organizations.

**38. Finding:** This policy directs the City to work with coalitions and associations to increase participation and improve communication on a programmatic level. As noted in Finding 36, the process for this 13<sup>th</sup> Amendment complied with this policy because significant outreach and coordination has occurred with the Portland Housing Bureau’s North/Northeast Neighborhood Housing Strategy Oversight Committee, Prosper Portland’s North/Northeast Community Development Initiative, and the Williams & Russell Project Working Group. These three committees include representatives from Soul District Business Association; Portland Housing Center; Multnomah County; Black United Fund & Portland Opportunities Industrialization Center; Portland African-American Leadership Forum; Self Enhancement Inc; Black Investment Consortium for Economic Progress; Urban League and other north/northeast community members. The North/Northeast Community Development Initiative

## Environmental justice

**Policy 2.3. Extend benefits.** Ensure plans and investments promote environmental justice by extending the community benefits associated with environmental assets, land use, and public investments to communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision. Maximize economic, cultural, political, and environmental benefits through ongoing partnerships.

**39. Finding:** The 13<sup>th</sup> Amendment promotes environmental justice by providing additional affordable housing opportunities and a Cultural-Business Hub in the ICURA, both guided by principles in existing strategy documents that provide for benefits to communities of color, low-income populations, and other under-served or under-represented groups, ultimately resulting in projects with community benefits.

**Policy 2.4. Eliminate burdens.** Ensure plans and investments eliminate associated disproportionate burdens (e.g. adverse environmental, economic, or community impacts) for communities of color, low-income populations, and other under-served or under-represented groups impacted by the decision.

**2.4.a,** Minimize or mitigate disproportionate burdens in cases where they cannot be eliminated.

**2.4.b,** Use plans and investments to address disproportionate burdens of previous decisions.

**40. Finding:** Council interprets this policy to mean that plans and investments each contribute to the elimination of these disproportionate burdens over the duration of the planning period. The 13<sup>th</sup> Amendment will provide funding for affordable housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub which will be guided by community developed strategies to benefit communities of color and low-income populations to address the burdens of prior decisions.

## Invest in education and training

**Policy 2.5. Community capacity building.** Enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in plan and investment processes.

**Policy 2.6. Land use literacy.** Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics, and increase capacity for meaningful participation in planning and investment processes.

**Policy 2.7. Agency capacity building.** Increase City staff's capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.

**41. Finding:** The projects completed in the ICURA are guided by the North/Northeast Community Development Initiative Committee providing opportunities to develop relationships, knowledge, and skills to effectively participate in the plan and investment processes. The Committee has received briefings on urban renewal as an implementation tool to assist in their capacity for meaningful participation in planning and investment processes. The increased funding provided by the amendment will provide additional tools for both Prosper Portland and Portland Housing Bureau staff to implement projects in the ICURA.

## Community assessment

**Policy 2.8. Channels of communication.** Maintain channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members.

**42. Finding:** The City Council interprets this policy to create the opportunity for the community and advisory committees to have opportunities to communicate their issues and concerns to the PSC and City Council. This project has formal opportunities to testify to communicate directly with the PSC and City Council. In addition, the 13<sup>th</sup> Amendment furthered this policy because it has been vetted with the North/Northeast Economic Development Leadership Group North/Northeast Community Development Initiative subcommittee, the Portland Housing Bureau's North/Northeast Neighborhood Housing Strategy Oversight Committee and Williams & Russell Project Working Group.

**Policy 2.9. Community analysis.** Collect and evaluate data, including community-validated population data and information, to understand the needs, priorities, and trends and historical context affecting different communities in Portland.

**Policy 2.10. Community participation in data collection.** Provide meaningful opportunities for individuals and communities to be involved in inventories, mapping, data analysis, and the development of alternatives.

**Policy 2.11. Open data.** Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. Where appropriate, encourage publication, accessibility, and wide-spread sharing of data collected and generated by the City.

**43. Finding:** Policies 2.9 through 2.11 concern how the City collects and makes available data that supports planning and decision making. The 13<sup>th</sup> Amendment conforms to these policies because the use of the resources is being guided both through the North/Northeast Housing Oversight Committee for the housing funds and the North/Northeast CDI Oversight Committee for the funds allocated to Prosper Portland for implementation of the North/Northeast Community Development

Initiative Action Plan. Both of these committees have regularly scheduled meetings that are open to the public. The committees represent stakeholders in the community.

## Transparency and accountability

**Policy 2.12. Roles and responsibilities.** Establish clear roles, rights, and responsibilities for participants and decision makers in planning and investment processes. Address roles of City bureaus, elected officials, and participants, including community and neighborhood leadership, business, organizations, and individuals.

**Policy 2.13. Project scope.** Establish clear expectations about land use project sponsorship, purpose, design, and how decision makers will use the process results.

**Policy 2.14. Community influence.** At each stage of the process, identify which elements of a planning and investment process can be influenced or changed through community involvement. Clarify the extent to which those elements can be influenced or changed.

**Policy 2.15. Documentation and feedback.** Provide clear documentation for the rationale supporting decisions in planning and investment processes. Communicate to participants about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used to make decisions.

**44. Finding:** As described in the findings above, the preparation of the amendment process was clearly outlined in notices, project documents, including how to testify to influence the 13<sup>th</sup> Amendment. In addition, the meetings identified in Finding 36 contributed to community involvement prior to the formal BPS hearings and ensured that the process furthered these policies.

## Community involvement program

**Policy 2.16. Community Involvement Program.** Maintain a Community Involvement Program that supports community involvement as an integral and meaningful part of the planning and investment decision-making process.

**Policy 2.17. Community engagement manual.** Create, maintain, and actively implement a community engagement manual that details how to conduct community involvement for planning and investment projects and decisions.

**Policy 2.18. Best practices engagement methods.** Utilize community engagement methods, tools, and technologies that are recognized as best practices.

**Policy 2.19. Community Involvement Committee.** The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and associated investment projects, before, during, and at the conclusion of these processes.

**Policy 2.20. Review bodies.** Maintain review bodies, such as the Planning and Sustainability Commission (PSC), Design Commission, Historic Landmarks Commission, and Adjustment Committee, to provide an opportunity for community involvement and provide leadership and expertise for specialized topic areas.

**Policy 2.21. Program evaluation.** Periodically evaluate the effectiveness of the Community Involvement Program and recommend and advocate for program and policy improvements. The Community Involvement Committee (CIC) will advise City staff regarding this evaluation.

**Policy 2.22. Shared engagement methods.** Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners and solicit engagement methods from the community.

**Policy 2.23. Adequate funding and human resources.** Provide a level of funding and human resources

allocated to the Community Involvement Program sufficient to make community involvement an integral part of the planning, policy, investment and development process.

**45. Finding:** These policies concern the City's Community Involvement Program and are not applicable because the 13<sup>th</sup> Amendment does not change this program. The 13<sup>th</sup> Amendment has been vetted with the North/Northeast Economic Development Leadership Group North/Northeast Community Development Initiative subcommittee, the Portland Housing Bureau's North/Northeast Neighborhood Housing Strategy Oversight Committee and Williams & Russell Project Working Group. The Planning and Sustainability Commission recommended approval of the amendment on November 10, 2020 and held a hearing on the amendment on November 24, 2020.

## Process design and evaluation

**Policy 2.24. Representation.** Facilitate participation of a cross-section of the full diversity of affected Portlanders during planning and investment processes. This diversity includes individuals, stakeholders, and communities represented by race, color, national origin, English proficiency, gender, age, disability, religion, sexual orientation, gender identity, and source of income.

**Policy 2.25. Early involvement.** Improve opportunities for interested and affected community members to participate early in planning and investment processes, including identifying and prioritizing issues, needs, and opportunities; participating in process design; and recommending and prioritizing projects and/or other types of implementation.

**Policy 2.26. Verifying data.** Use data, including community-validated population data, to guide planning and investment processes and priority setting and to shape community involvement and decision-making efforts.

**Policy 2.27. Demographics.** Identify the demographics of potentially affected communities when initiating a planning or investment project.

**Policy 2.28. Historical understanding.** To better understand concerns and conditions when initiating a project, research the history, culture, past plans, and other needs of the affected community, particularly under-represented and under-served groups, and persons with limited English proficiency (LEP). Review preliminary findings with members of the community who have institutional and historical knowledge.

**Policy 2.29. Project-specific needs.** Customize community involvement processes to meet the needs of those potentially affected by the planning or investment project. Use community involvement techniques that fit the scope, character, and potential impact of the planning or investment decision under consideration.

**Policy 2.30. Culturally-appropriate processes.** Consult with communities to design culturally-appropriate processes to meet the needs of those affected by a planning or investment project. Evaluate, use, and document creative and culturally-appropriate methods, tools, technologies, and spaces to inform and engage people from under-served and under-represented groups about planning or investment projects.

**Policy 2.31. Innovative engagement methods.** Develop and document innovative methods, tools, and technologies for community involvement processes for plan and investment projects.

**Policy 2.32. Inclusive participation beyond Portland residents.** Design public processes for planning and investment projects to engage affected and interested people who may not live in Portland such as property owners, employees, employers, and students, among others, as practicable.

**Policy 2.33. Inclusive participation in Central City planning.** Design public processes for the Central City that recognize its unique role as the region’s center. Engage a wide range of stakeholders from the Central City and throughout the region including employees, employers, social service providers, students, and visitors, as well as regional tourism, institutional, recreation, transportation, and local/regional government representatives, as appropriate.

**Policy 2.34. Accessibility.** Ensure that community involvement processes for planning and investment projects are broadly accessible in terms of location, time, and language, and that they support the engagement of individuals with a variety of abilities and limitations on participation.

**Policy 2.35. Participation monitoring.** Evaluate and document participant demographics throughout planning and investment processes to assess whether participation reflects the demographics of affected communities. Adapt involvement practices and activities accordingly to increase effectiveness at reaching targeted audiences.

**Policy 2.36. Adaptability.** Adapt community involvement processes for planning and investment projects as appropriate to flexibly respond to changes in the scope and priority of the issues, needs, and other factors that may affect the process.

**Policy 2.37. Process evaluation.** Evaluate each community involvement process for planning or investment projects from both the City staff and participants’ perspectives, and consider feedback and lessons learned to enhance future involvement efforts.

**46. Finding:** Policies 2.24 through 2.37 concern how the community involvement program is designed and developed to support planning and investment projects. The community involvement process supporting the 13<sup>th</sup> Amendment is detailed in Finding 36. The 13<sup>th</sup> Amendment is in conformance with these policies. Both the Portland Housing Bureau and Prosper Portland have employed robust community involvement strategies, including engaging with standing advisory committees (North/Northeast Neighborhood Housing Strategy Oversight Committee, North/Northeast Community Development Initiative Oversight Committee, Williams & Russell Project Working Group); maintaining public-facing webpages; soliciting feedback from surveys; and hosting public open houses.

### **Information design and development**

**Policy 2.38. Accommodation.** Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

**Policy 2.39. Notification.** Notify affected and interested community members and recognized organizations about administrative, quasi-judicial, and legislative land use decisions with enough lead time to enable effective participation. Consider notification to both property owners and renters.

**Policy 2.40. Tools for effective participation.** Provide clear and easy access to information about administrative, quasi-judicial, and legislative land use decisions in multiple formats and through technological advancements and other ways.

**Policy 2.41. Limited English Proficiency (LEP).** Ensure that limited English proficient (LEP) individuals are provided meaningful access to information about administrative, quasi-judicial, and legislative land use decisions, consistent with federal regulations.

**47. Finding:** Consistent with Policies 2.38 – 2.41 all public meetings, described in more detail in the findings above, were held at locations that could accommodate people with disabilities, meetings were noticed, and information was provided online. Information about accommodation and

**Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report**

translation was provided on all notices. A city-wide notice of the December 15, 2020 City Council hearing was mailed pursuant to ORS 457.120 and also complied with this policy.



## Chapter 3: Urban Form

**GOAL 3.A: A city designed for people.** Portland’s built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

**GOAL 3.B: A climate and hazard resilient urban form.** Portland’s compact urban form, sustainable building development practices, green infrastructure, and active transportation system reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

**GOAL 3.C: Focused growth.** Household and employment growth is focused in the Central City and other centers, corridors, and transit station areas, creating compact urban development in areas with a high level of service and amenities, while allowing the relative stability of lower-density single-family residential areas.

**GOAL 3.D: A system of centers and corridors.** Portland’s interconnected system of centers and corridors provides diverse housing options and employment opportunities, robust multimodal transportation connections, access to local services and amenities, and supports low-carbon complete, healthy, and equitable communities.

**GOAL 3.E: Connected public realm and open spaces.** A network of parks, streets, City Greenways, and other public spaces supports community interaction; connects neighborhoods, districts, and destinations; and improves air, water, land quality, and environmental health.

**GOAL 3.F: Employment districts.** Portland supports job growth in a variety of employment districts to maintain a diverse economy.

**GOAL 3.G: Nature in the city.** A system of habitat corridors weaves nature into the city, enhances habitat connectivity, and preserves natural resources and the ecosystem services they provide.

**48. Finding:** These goals address the large-scale form of the city, and the spatial layout of the city as a whole. The 13<sup>th</sup> Amendment is not applicable to these goals because it does not change any of the urban form elements of the Comprehensive Plan and focuses funding to projects in and near the Central City, using existing infrastructure.

### Citywide design and development

**Policy 3.1. Urban Design Framework.** Use the Urban Design Framework (UDF) as a guide to create inclusive and enduring places, while providing flexibility for implementation at the local scale to meet the needs of local communities.

**Policy 3.2. Growth and stability.** Direct most growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland’s residential neighborhoods.

**49. Finding:** The 13<sup>th</sup> Amendment is not applicable to these goals because it does not change any of the citywide design and development sections of the Comprehensive Plan and focuses funding to housing projects in the Central City and to a development project with implementation guided by a community led North/Northeast Community Development Initiative Committee.

**Policy 3.3. Equitable development.** Guide development, growth, and public facility investment to reduce disparities, ensure equitable access to opportunities, and produce positive outcomes for all

Portlanders.

**3.3.a.** Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations.

**3.3.b.** Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

**3.3.c.** Encourage use of community benefit agreements to ensure equitable outcomes from development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.

**3.3.d.** Incorporate requirements into the Zoning Code to provide public and community benefits as a condition of development projects to receive increased development allowances.

**3.3.e.** When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

**3.3.f.** Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions.

**3.3.g.** Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts to private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

**50. Finding:** The 13<sup>th</sup> Amendment complies with these policies as it creates community benefits by providing funding to develop affordable housing, implementation of the North/Northeast Community Development Initiative including for a community driven development project led by the North/Northeast Project Working Group following strategies that identify community benefits. The strategies are identified in the North/Northeast Community Development Initiative Action Plan dated January 2017 and state that selection criteria for a Cultural-Business Hub include criteria as shown below:

- (a) Aligns with the goals and objectives of the North/Northeast Community Development Initiative Action Plan especially:
  - i. Fostering multigenerational wealth creation through property ownership.
  - ii. Fostering multigenerational wealth creation through business ownership.
- (b) Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
- (c) Demonstrates a commitment to tenanting a majority of the project with local, minority-owned businesses.
- (d) Provides long-term community benefits for Blacks and other people of color.
- (e) Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

- (f) Demonstrates financial feasibility and commitment from development and financial partners.

**Policy 3.4. All ages and abilities.** Strive for a built environment that provides a safe, healthful, and attractive environment for people of all ages and abilities.

**51. Finding:** The projects to be implemented in the 13<sup>th</sup> Amendment will comply with this policy by providing increased housing opportunities for people of all ages and abilities, implementation of the North/Northeast Community Development Initiative including providing business development and employment opportunities in the Cultural-Business Hub.

**Policy 3.5. Energy and resource efficiency.** Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.

**Policy 3.6. Land efficiency.** Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land while protecting environmental quality.

**Policy 3.7. Integrate nature.** Integrate nature and use green infrastructure throughout Portland.

**Policy 3.8. Leadership and innovation in design.** Encourage high-performance design and development that demonstrates Portland's leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.

**52. Finding:** Policies 3.5 through 3.8 address energy, resource and land efficiency, integration of nature into design, and high-performance design. The 13<sup>th</sup> Amendment is consistent with these policies because it does not change any design-related development standards, or natural resources standards. The 13<sup>th</sup> Amendment encourages efficient use of land by facilitating the development of housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub on underutilized land in the Central City.

**Policy 3.9. Growth and development.** Evaluate the potential impacts of planning and investment decisions, significant new infrastructure, and significant new development on the physical characteristics of neighborhoods and their residents, particularly under-served and under-represented communities, with attention to displacement and affordability impacts. Identify and implement strategies to mitigate the anticipated impacts.

**53. Finding:** The 13<sup>th</sup> Amendment complies with the growth and development policy as it brings benefit to under-served and under-represented communities by developing affordable housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub following strategies that focus benefits on under-served and under-represented communities with attention to displacement and affordability impacts as noted fully in Finding 50.

**Policy 3.10. Rural, urbanizable, and urban land.** Preserve the rural character of rural land outside the Regional Urban Growth Boundary. Limit urban development of urbanizable land beyond the City Limits until it is annexed and full urban services are extended.

**54. Finding:** The 13<sup>th</sup> Amendment provides for increased residential capacity and development opportunity within the City limits, and does not impact rural land outside the UGB. This policy is not applicable.

**Policy 3.11. Significant places.** Enhance and celebrate significant places throughout Portland with

symbolic features or iconic structures that reinforce local identity, histories, and cultures and contribute to way-finding throughout the city. Consider these especially at:

- High-visibility intersections
- Attractions
- Schools, libraries, parks, and other civic places
- Bridges
- Rivers
- Viewpoints and view corridor locations
- Historically or culturally significant places
- Connections to volcanic buttes and other geologic and natural landscape features
- Neighborhood boundaries and transitions

**55. Finding:** The 13<sup>th</sup> Amendment includes funding for the development of the Williams & Russell site. This significant site was owned by Legacy Hospital and was part of an acquisition that displaced 171 families, 74 percent of whom were Black. This Amendment will comply with this policy by providing funding to help in the future development of the site, to be guided by the North/Northeast Community Development Initiative and will conform to their strategies as identified in the North/Northeast Community Development Initiative Action Plan, further detailed in Finding 50.

## Centers

**Policy 3.12. Role of centers.** Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

**Policy 3.13. Variety of centers.** Plan for a range of centers across the city to enhance local, equitable access to services, and expand housing opportunities.

**Policy 3.14. Housing in centers.** Provide housing capacity for enough population to support a broad range of commercial services, focusing higher-density housing within a half-mile of the center core.

**Policy 3.15. Investments in centers.** Encourage public and private investment in infrastructure, economic development, and community services in centers to ensure that all centers will support the populations they serve.

**Policy 3.16. Government services.** Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

**Policy 3.17. Arts and culture.** Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and performance arts as central components of centers.

**Policy 3.18. Accessibility.** Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, biking, and mobility devices such as wheelchairs, safe and attractive for people of all ages and abilities.

**Policy 3.19. Center connections.** Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric vehicle charging stations.

**Policy 3.20. Green infrastructure in centers.** Integrate nature and green infrastructure into centers and enhance public views and connections to the surrounding natural features.

**56. Finding:** Policies 3.12 through 3.20 provide guidance on how centers identified on the comprehensive plan map should evolve over time. The policies address investments, uses, the relationship of centers to transportation networks, design, and development. The 13<sup>th</sup> Amendment is consistent with these policies because it does not directly affect planned investments in Centers, or any of the ways centers are connected to the rest of the City. While the 13<sup>th</sup> Amendment does not directly impact development in Centers, it does reinforce the importance of Centers because development along Williams Avenue for both the Williams & Russell Cultural-Business Bub and one of the affordable housing projects will occur in proximity to Centers.

## Central City

**Policy 3.21. Role of the Central City.** Encourage continued growth and investment in the Central City, and recognize its unique role as the region's premier center for jobs, services, and civic and cultural institutions that support the entire city and region.

**Policy 3.22. Model Urban Center.** Promote the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can concurrently provide equitable benefits to human health, the natural environment, and the local economy.

**Policy 3.23. Central City employment.** Encourage the growth of the Central City's regional share of employment and continue its growth as the region's unique center for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 3.24. Central City housing.** Encourage the growth of the Central City as Portland's and the region's largest center with the highest concentrations of housing and with a diversity of housing options and services.

**Policy 3.25. Transportation hub.** Enhance the Central City as the region's multimodal transportation hub and optimize regional access as well as the movement of people and goods among key destinations.

**Policy 3.26. Public places.** Promote public places and the Willamette River waterfront in the Central City as places of business and social activity and gathering for the people of its districts and the broader region.

**57. Finding:** The Central City area overlaps the Interstate Corridor Urban Renewal Plan Area in the Eliot neighborhood. However, the area of overlap does not include any of the projects specified for funding in the 13<sup>th</sup> Amendment. These policies are not applicable to the 13<sup>th</sup> Amendment.

## Gateway Regional Center

**Policy 3.27. Role of Gateway.** Encourage growth and investment in Gateway to enhance its role as East Portland's center of employment, commercial, and public services.

**Policy 3.28. Housing.** Encourage housing in Gateway, to create East Portland's largest concentration of high-density housing.

**Policy 3.29. Transportation.** Enhance Gateway's role as a regional high-capacity transit hub that serves as an anchor for East Portland's multimodal transportation system.

**Policy 3.30. Public places.** Enhance the public realm and public places in Gateway to provide a vibrant and attractive setting for business and social activity that serves East Portland residents and the

region.

**58. Finding:** Policies 3.27 through 3.30 provide direction on the desired characteristics and functions of the Gateway Regional Center. These policies are not applicable to the 13<sup>th</sup> Amendment.

## Town Centers

**Policy 3.31. Role of Town Centers.** Enhance Town Centers as successful places that serve the needs of surrounding neighborhoods as well as a wider area, and contain higher concentrations of employment, institutions, commercial and community services, and a wide range of housing options.

**Policy 3.32. Housing.** Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning capacity within a half-mile walking distance of a Town Center to accommodate 7,000 households.

**Policy 3.33. Transportation.** Improve Town Centers as multimodal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region's high-capacity transit system.

**Policy 3.34. Public places.** Provide parks or public squares within or near Town Centers to support their roles as places of focused business and social activity.

**59. Finding:** Policies 3.31 through 3.34 provide direction on the desired characteristics and functions of the town centers. The 13<sup>th</sup> Amendment does not change the boundary any of the Town Centers on the Urban Design Framework. These policies are not applicable to the 13<sup>th</sup> Amendment.

## Neighborhood Centers

**Policy 3.35. Role of Neighborhood Centers.** Enhance Neighborhood Centers as successful places that serve the needs of surrounding neighborhoods. In Neighborhood Centers, provide for higher concentrations of development, employment, commercial and community services, and a wider range of housing options than the surrounding neighborhoods.

**Policy 3.36. Housing.** Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning capacity within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.

**Policy 3.37. Transportation.** Design Neighborhood Centers as multimodal transportation hubs that are served by frequent-service transit and optimize pedestrian and bicycle access from adjacent neighborhoods.

**Policy 3.38. Public places.** Provide small parks or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering.

**60. Finding:** Policies 3.35 through 3.38 provide direction on the desired characteristics and functions of neighborhood centers. The 13<sup>th</sup> Amendment does not change the neighborhood center boundaries on the Urban Design Framework. These policies are not applicable to the 13<sup>th</sup> Amendment.

## Inner Ring Districts

**Policy 3.39. Growth.** Expand the range of housing and employment opportunities in the Inner Ring Districts. Emphasize growth that replaces gaps in the historic urban fabric, such as redevelopment of surface parking lots and 20<sup>th</sup> century auto-oriented development.

**Policy 3.40. Corridors.** Guide growth in corridors to transition to mid-rise scale close to the Central City, especially along Civic Corridors.

**Policy 3.41. Distinct identities.** Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development.

**Policy 3.42. Diverse residential areas.** Provide a diversity of housing opportunities in the Inner Ring Districts' residential areas. Encourage approaches that preserve or are compatible with existing historic properties in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. Apply base zones in a manner that takes historic character and adopted design guidelines into account.

**Policy 3.43. Active transportation.** Enhance the role of the Inner Ring Districts' extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.

**61. Finding:** Policies 3.39 through 3.43 provide direction on the desired characteristics and functions of the Inner Ring Districts. These are the pre-automobile neighborhoods within short distance of the Central. They include some of Portland's oldest neighborhoods, including Albina. In the mid-20<sup>th</sup>-century many older buildings in these neighborhoods were demolished to make way for transportation infrastructure and parking. These policies encourage infill development to re-establish the historic pedestrian-oriented urban form and acknowledge the close proximity of the Central City's array of services, jobs, and amenities. The 13<sup>th</sup> Amendment is consistent with these policies because it will provide funding for affordable housing, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub in an Inner-Ring District.

## Corridors

**Policy 3.44. Growth and mobility.** Coordinate transportation and land use strategies along corridors to accommodate growth and mobility needs for people of all ages and abilities.

**Policy 3.45. Connections.** Improve corridors as multimodal connections providing transit, pedestrian, bicycle, and motor vehicle access and that serve the freight needs of centers and neighborhood business districts.

**Policy 3.46. Design.** Encourage street design that balances the important transportation functions of corridors with their roles as the setting for commercial activity and residential living.

**Policy 3.47. Green infrastructure in corridors.** Enhance corridors with distinctive green infrastructure, including landscaped stormwater facilities, extensive tree plantings, and other landscaping that both provide environmental function and contribute to a quality pedestrian environment.

**62. Finding:** Policies 3.44 through 3.47 provide direction on the desired characteristics and functions of corridors as well as street design and future land use changes. The 13<sup>th</sup> Amendment is consistent with these policies because it does not change the boundary of corridors on the Urban Design Framework, impact transportation facility design, or amend the TSP. The 13<sup>th</sup> Amendment has two specific development projects that will occur along the N. Williams Corridor, an affordable housing

project and the Cultural-Business Hub. Other projects could be funded through implementation of the North/Northeast Community Development Initiative. These projects will comply with the Corridors policies and support the development along corridors.

## Civic Corridors

**Policy 3.48. Integrated land use and mobility.** Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

**Policy 3.49. Design great places.** Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

**Policy 3.50. Mobility corridors.** Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

**Policy 3.51. Freight.** Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.

**63. Finding:** Policies 3.48 through 3.51 provide direction on the desired characteristics and functions of civic corridors as well as street design and future land use changes. The 13<sup>th</sup> Amendment does not change the boundary of corridors on the Urban Design Framework, impact transportation facility design, or amend the TSP. These policies are not applicable to the 13<sup>th</sup> Amendment.

## Neighborhood Corridors

**Policy 3.52. Neighborhood Corridors.** Enhance Neighborhood Corridors as important places that support vibrant neighborhood business districts with quality multi-family housing, while providing transportation connections that link neighborhoods.

**64. Finding:** This policy provides direction on the desired characteristics and functions of corridors as well as street design and future land use changes. The 13<sup>th</sup> Amendment is consistent with this policy because it does not change the boundary of neighborhood corridors on the Urban Design Framework or amend the TSP. The 13<sup>th</sup> Amendment has two specific development projects that will occur along the N. Williams Corridor, an affordable housing project and the Cultural-Business Hub. Other projects could be funded through implementation of the North/Northeast Community Development Initiative. These projects will comply with the Corridors policies and support development along corridors and increasing their vitality and livability.

## Transit Station Areas

**Policy 3.53. Transit-oriented development.** Encourage transit-oriented development and transit-supportive concentrations of housing and jobs, and multimodal connections at and adjacent to high-capacity transit stations.

**Policy 3.54. Community connections.** Integrate transit stations into surrounding communities and enhance pedestrian and bicycle facilities (including bike sharing) to provide safe and accessible connections to key destinations beyond the station area.

**Policy 3.55. Transit station area safety.** Design transit areas to improve pedestrian, bicycle, and personal safety.



**Policy 3.56. Center stations.** Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services.

**Policy 3.57. Employment stations.** Encourage concentrations of jobs and employment-focused land uses in and around stations in employment-zoned areas.

**Policy 3.58. Transit neighborhood stations.** Encourage concentrations of mixed-income residential development and supportive commercial services close to transit neighborhood stations. Transit neighborhood stations serve mixed-use areas that are not in major centers.

**Policy 3.59. Destination stations.** Enhance connections between major destinations and transit facilities and strengthen the role of these station areas as places of focused activity.

**65. Finding:** These policies generally relate to station planning and supportive active transportation infrastructure and future land use changes. The 13<sup>th</sup> Amendment does not change the boundary of station areas on the Urban Design Framework or amend the TSP. The 13<sup>th</sup> Amendment is consistent with these policies because it provides for more transit-supportive affordable housing development, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub within walking distance of transit station areas long the light rail line on Interstate Avenue.

## City Greenways

**Policy 3.60. Connections.** Create a network of distinctive and attractive City Greenways that link centers, parks, schools, rivers, natural areas, and other key community destinations.

**Policy 3.61. Integrated system.** Create an integrated City Greenways system that includes regional trails through natural areas and along Portland's rivers, connected to neighborhood greenways, and heritage parkways.

**Policy 3.62. Multiple benefits.** Design City Greenways that provide multiple benefits that contribute to Portland's pedestrian, bicycle, green infrastructure, and parks and open space systems.

**Policy 3.63. Design.** Use design options such as distinctive street design, motor vehicle diversion, landscaping, tree plantings, scenic views, and other appropriate design options, to create City Greenways that extend the experience of open spaces and nature into neighborhoods, while improving stormwater management and calming traffic.

**66. Finding:** These policies primarily relate to the design and construction of improvements for City Greenways and not to the development requirements for lots that abut them. This policy is not applicable. However, the 13<sup>th</sup> Amendment supports these policies because it provides for more transit-supportive affordable housing development, implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub in the designated Williams Avenue Greenway.

## Urban habitat corridors

**Policy 3.64. Urban habitat corridors.** Establish a system of connected, well-functioning, and diverse habitat corridors that link habitats in Portland and the region, facilitate safe fish and wildlife access and movement through and between habitat areas, enhance the quality and connectivity of existing habitat corridors, and establish new habitat corridors in developed areas.

**Policy 3.65. Habitat connection tools.** Improve habitat corridors using a mix of tools including natural

resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

**Policy 3.66. Connect habitat corridors.** Ensure that planned connections between habitat corridors, greenways, and trails are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

**67. Finding:** Habitat corridors are mapped on Figure 3-6 of the Comprehensive Plan. The 13<sup>th</sup> Amendment does not affect limits on building coverage, nor change Title 11 tree preservation and density requirements that apply in development situations. The 13<sup>th</sup> Amendment is **not applicable** to these policies.

## Employment areas

**Policy 3.67. Employment area geographies.** Consider the land development and transportation needs of Portland’s employment geographies when creating and amending land use plans and making infrastructure investments.

**Policy 3.68. Regional Truck Corridors.** Enhance designated streets to accommodate forecast freight growth and support intensified industrial use in nearby freight districts. *See Figure 3-7 — Employment Areas.* Designated regional truckways and priority truck streets (Transportation System Plan classifications are shown to illustrate this network).

**68. Finding:** The City Council interprets the verb “enhance”, which is not defined in the 2035 Comprehensive Plan, to mean to intensify or improve. The City Council interprets this policy to acknowledge the role that regional truck corridors play in our transportation system and to take steps to improve those functions. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not amend the Citywide System Plan or the Transportation System Plan; and does not impact employment land.

## Rivers Pattern Area

**Policy 3.69. Historic and multi-cultural significance.** Recognize, restore, and protect the historic and multi-cultural significance of the Willamette and Columbia Rivers, including current activities such as subsistence fishing of legally-permitted fish species.

**Policy 3.70. River transportation.** Recognize and enhance the roles of the Willamette and Columbia rivers as part of Portland’s historic, current, and future transportation infrastructure, including for freight, commerce, commuting, and other public and private transportation functions.

**Policy 3.71. Recreation.** Improve conditions along and within the Willamette and Columbia rivers to accommodate a diverse mix of recreational users and activities. Designate and invest in strategically-located sites along the length of Portland’s riverfronts for passive or active recreation activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.

**Policy 3.72. Industry and port facilities.** Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; the region’s critical energy hub; and proximity to anchor manufacturing and distribution facilities.

**Policy 3.73. Habitat.** Enhance the roles of the Willamette and Columbia rivers and their confluence as

an ecological hub that provides locally and regionally significant habitat for fish and wildlife and habitat restoration opportunities.

**Policy 3.74. Commercial activities.** Enhance the roles of the Willamette and Columbia rivers in supporting local and regional business and commerce, including commercial fishing, tourism, recreation, and leisure.

**Policy 3.75. River neighborhoods.** Enhance the strong river orientation of residential areas that are located along the Willamette and Columbia Rivers.

**Policy 3.76. River access.** Enhance and complete Portland’s system of river access points and riverside trails, including the Willamette Greenway Trail, and strengthen active transportation connections between neighborhoods and the rivers.

**Policy 3.77. River management and coordination.** Coordinate with federal, state, regional, special districts, and other agencies to address issues of mutual interest and concern, including economic development, recreation, water transportation, flood and floodplain management and protection, regulatory compliance, permitting, emergency management, endangered species recovery, climate change preparation, Portland Harbor Superfund, brownfield cleanup, and habitat restoration.

**Policy 3.78. Columbia River.** Enhance the role of the Columbia River for river dependent industry, fish and wildlife habitat, subsistence and commercial fisheries, floating- and land-based neighborhoods, recreational uses, and water transportation.

**Policy 3.79. Willamette River North Reach.** Enhance the role of the Willamette River North Reach for river dependent industry, fish and wildlife habitat, and as an amenity for riverfront neighborhoods and recreational users.

**Policy 3.80. Willamette River Central Reach.** Enhance the role of the Willamette River Central Reach as the Central City and region’s primary riverfront destination for recreation, history and culture, emergency response, water transportation, and as habitat for fish and wildlife.

**Policy 3.81. Willamette River South Reach.** Enhance the role of the Willamette River South Reach as fish and wildlife habitat, a place to recreate, and as an amenity for riverfront neighborhoods and others.

**Policy 3.82. Willamette River Greenway.** Maintain multi-objective plans and regulations to guide development, infrastructure investments, and natural resource protection and enhancement within and along the Willamette Greenway.

**69. Finding:** The 13<sup>th</sup> Amendment does not impact any land in the Willamette Greenway or along the Columbia shoreline. These policies are not applicable.

## Central City Pattern Area

**Policy 3.83. Central City districts.** Enhance the distinct identities of the Central City's districts.

**Policy 3.84. Central City river orientation.** Enhance and strengthen access and orientation to the Willamette River in the Central City and increase river-focused activities.

**Policy 3.85. Central City pedestrian system.** Maintain and expand the Central City’s highly interconnected pedestrian system.

**Policy 3.86. Central City bicycle system.** Expand and improve the Central City’s bicycle system.

**70. Finding:** The 13<sup>th</sup> Amendment does not impact any land in the Central City Pattern Area. These policies are not applicable.

## Inner Neighborhoods Pattern Area

**Policy 3.87. Inner Neighborhoods main streets.** Maintain and enhance the Streetcar Era pattern of street-oriented buildings along Civic and Neighborhood corridors.

**Policy 3.88. Inner Neighborhoods street patterns.** Preserve the area's urban fabric of compact blocks and its highly interconnected grid of streets.

**Policy 3.89. Inner Neighborhoods infill.** Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

**Policy 3.90. Inner Neighborhoods active transportation.** Use the extensive street, sidewalk, and bikeway system and multiple connections to the Central City as a key part of Portland's active transportation system

**Policy 3.91. Inner Neighborhoods residential areas.** Continue the patterns of small, connected blocks, regular lot patterns, and streets lined by planting strips and street trees in Inner Neighborhood residential areas.

**71. Finding:** Policies 3.87 through 3.91 provide direction on the desired characteristics and functions of the Inner Neighborhoods. The Inner Neighborhoods were developed and shaped during the Streetcar Era of the late 19th and early 20th centuries. The Inner Neighborhoods are characterized by a regular pattern of neighborhood business districts located along former streetcar streets interspersed with residential areas. These policies express the overall design approach in Inner Neighborhoods. They address block patterns, infill development, building orientation and design, and active transportation. The 13<sup>th</sup> Amendment is consistent with these policies because it will allow more funding for infill development on underutilized land within this area. The design-oriented policies are not applicable because 13<sup>th</sup> Amendment does not include any changes to building or street design standards.

## Eastern Neighborhoods Pattern Area

**Policy 3.92. Eastern Neighborhoods street, block, and lot pattern.** Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive aspects of the area's large blocks, such as opportunities to continue mid-block open space patterns and create new connections through blocks that make it easier to access community destinations.

**Policy 3.93. Eastern Neighborhoods site development.** Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.

**Policy 3.94. Eastern Neighborhoods trees and natural features.** Encourage development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes.

**Policy 3.95. Eastern Neighborhoods buttes.** Enhance public views of the area's skyline of buttes and stands of tall Douglas fir trees.

**Policy 3.96. Eastern Neighborhoods corridor landscaping.** Encourage landscaped building setbacks along residential corridors on major streets.

**Policy 3.97. Eastern Neighborhoods active transportation.** Enhance access to centers, employment areas, and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian and bicycle facilities and creating additional secondary connections that

provide low-stress pedestrian and bicycle access.

**72. Finding:** Policies 3.92 through 3.97 provide direction on the desired characteristics and functions of the Eastern Neighborhoods Pattern Area. They address street patterns, site development, natural features, and active transportation. These policies are not applicable to the 13<sup>th</sup> Amendment.

## Western Neighborhoods Pattern Area

**Policy 3.98. Western Neighborhoods village character.** Enhance the village character of the Western Neighborhoods' small commercial districts and increase opportunities for more people to live within walking distance of these neighborhood anchors.

**Policy 3.99. Western Neighborhoods active transportation.** Provide safe and accessible pedestrian and bicycle connections, as well as off-street trail connections, to and from residential neighborhoods.

**Policy 3.100. Western Neighborhoods development.** Encourage new development and infrastructure to be designed to minimize impacts on the area's streams, ravines, and forested slopes.

**Policy 3.101. Western Neighborhoods habitat corridors.** Preserve, enhance, and connect the area's network of habitat areas and corridors, streams, parks, and tree canopy.

**Policy 3.102. Western Neighborhoods trails.** Develop pedestrian-oriented connections and enhance the Western Neighborhoods' distinctive system of trails to increase safety, expand mobility, access to nature, and active living opportunities in the area.

**73. Finding:** Policies 3.98 through 3.102 provide direction on the desired characteristics and functions of the Western Neighborhoods Pattern Area. These policies are not applicable to the 13<sup>th</sup> Amendment.

## Chapter 4: Design and Development

**Goal 4.A: Context-sensitive design and development.** New development is designed to respond to and enhance the distinctive physical, historic, and cultural qualities of its location, while accommodating growth and change.

**Goal 4.B: Historic and cultural resources.** Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved.

**Goal 4.C: Human and environmental health.** Neighborhoods and development are efficiently designed and built to enhance human and environmental health: they protect safety and livability; support local access to healthy food; limit negative impacts on water, hydrology, and air quality; reduce carbon emissions; encourage active and sustainable design; protect wildlife; address urban heat islands; and integrate nature and the built environment.

**Goal 4.D: Urban resilience.** Buildings, streets, and open spaces are designed to ensure long-term resilience and to adjust to changing demographics, climate, and economy, and withstand and recover from natural disasters.

**74. Finding:** These goals and many of the policies in this chapter address site and building design. In general most of the goals and the policies in this chapter are not applicable because the 13<sup>th</sup> Amendment does not change any existing design or development standards that have an impact on building form or site design. As described below, the 13<sup>th</sup> Amendment is consistent with and complies with each of the applicable goals and policies of Chapter 4 and does not change any of the goals or policies.

## Context

**Policy 4.1. Pattern areas.** Encourage building and site designs that respect the unique built, natural, historic, and cultural characteristics of Portland's five pattern areas described in Chapter 3: Urban Form.

**Policy 4.2. Community identity.** Encourage the development of character-giving design features that are responsive to place and the cultures of communities.

**Policy 4.3. Site and context.** Encourage development that responds to and enhances the positive qualities of site and context — the neighborhood, the block, the public realm, and natural features.

**Policy 4.4. Natural features and green infrastructure.** Integrate natural and green infrastructure such as trees, green spaces, ecoroofs, gardens, green walls, and vegetated stormwater management systems, into the urban environment. Encourage stormwater facilities that are designed to be a functional and attractive element of public spaces, especially in centers and corridors.

**Policy 4.5. Pedestrian-oriented design.** Enhance the pedestrian experience throughout Portland through public and private development that creates accessible, safe, and attractive places for all those who walk and/or use wheelchairs or other mobility devices.

**Policy 4.6. Street orientation.** Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.

**Policy 4.7. Development and public spaces.** Guide development to help create high-quality public places and street environments while considering the role of adjacent development in framing, shaping, and activating the public space of streets and urban parks.

**Policy 4.8. Alleys.** Encourage the continued use of alleys for parking access, while preserving pedestrian access. Expand the number of alley-facing accessory dwelling units.

**Policy 4.9. Transitional urbanism.** Encourage temporary activities and structures in places that are transitioning to urban areas to promote job creation, entrepreneurship, active streets, and human interaction.

**75. Finding:** Policies 4.1 through 4.9 relate to site and building design. They address issues such as design features, site planning, building orientation, public space, and temporary transitional structures. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change any site or building design regulations. Housing or other structures that are built as a result of the 13<sup>th</sup> Amendment will be otherwise required to meet the development standards of the base zone.

## Health and safety

**Policy 4.10. Design for active living.** Encourage development and building and site design that promotes a healthy level of physical activity in daily life.

**Policy 4.11. Access to light and air.** Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban-scale development.

**Policy 4.12. Privacy and solar access.** Encourage building and site designs that consider privacy and solar access for residents and neighbors while accommodating urban-scale development.

**Policy 4.13. Crime-preventive design.** Encourage building, site, and public infrastructure design approaches that help prevent crime.

**Policy 4.14. Fire prevention and safety.** Encourage building and site design that improves fire

prevention, safety, and reduces seismic risks.

**76. Finding** Policies 4.10 through 4.14 relate to site and building design. They address issues such as site planning, solar access, and design approaches that reduce crime or mitigate seismic hazards. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change any site or building design regulations. Housing or other structures that are built as a result of the 13<sup>th</sup> Amendment will be otherwise required to meet the development standards of the base zone. The existing development standards include setbacks and step-downs to promote light and air and solar access, requirements for pedestrian and bike facilities to promote active living, windows and building orientation standards consistent with crime prevention best practices.

## Residential areas

**Policy 4.15. Residential area continuity and adaptability.** Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages, and the changing needs of households over time. Allow adaptive reuse of existing buildings, the creation of accessory dwelling units, and other arrangements that bring housing diversity that is compatible with the general scale and patterns of residential areas.

**Policy 4.16. Scale and patterns.** Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow for a range of architectural styles and expression.

**Policy 4.17. Demolitions.** Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.

**Policy 4.18. Compact single-family options.** Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

**Policy 4.19. Resource efficient and healthy residential design and development.** Support resource efficient and healthy residential design and development.

**77. Finding:** Policies 4.15 through 4.19 address uses and design in residential areas. Development that occurs with financing from the 13<sup>th</sup> Amendment will comply with these provisions, the 13<sup>th</sup> Amendment does not change any of these provisions.

## Design and development of centers and corridors

**Policy 4.20. Walkable scale.** Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers.

**Policy 4.21. Street environment.** Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather.

**Policy 4.22. Relationship between building height and street size.** Encourage development in centers and corridors that is responsive to street space width, thus allowing taller buildings on wider streets.

**Policy 4.23. Design for pedestrian and bicycle access.** Provide accessible sidewalks, high-quality bicycle access, and frequent street connections and crossings in centers and corridors.

**Policy 4.24. Drive-through facilities.** Prohibit drive through facilities in the Central City, and limit new development of new ones in the Inner Ring Districts and centers to support a pedestrian-oriented

environment.

**Policy 4.25. Residential uses on busy streets.** Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.

**Policy 4.26. Active gathering places.** Locate public squares, plazas, and other gathering places in centers and corridors to provide places for community activity and social connections. Encourage location of businesses, services, and arts adjacent to these spaces that relate to and promote the use of the space.

**Policy 4.27. Protect defining features.** Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources.

**Policy 4.28. Historic buildings in centers and corridors.** Protect and encourage the restoration and improvement of historic resources in centers and corridors.

**Policy 4.29. Public art.** Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods.

**78. Finding:** Policies 4.20 through 4.29 address design and development in centers and along corridors. The policies provide guidance on development scale, streetscapes, gathering spaces, public art, and historic preservation. The 13<sup>th</sup> Amendment is consistent with these policies because it anticipates development in the urban center and does not impact programs related to street design, public art, or the planning and creation of public open space. Historic preservation is addressed in separate findings below (policies 4.46 through 4.58).

## Transitions

**Policy 4.30. Scale transitions.** Create transitions in building scale in locations where higher-density and higher-intensity development is adjacent to smaller-scale single-dwelling zoning. Ensure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents.

**Policy 4.31. Land use transitions.** Improve the interface between non-residential uses and residential uses in areas where commercial or employment uses are adjacent to residentially-zoned land.

**Policy 4.32. Industrial edge.** Protect non-industrially zoned parcels from the adverse impacts of facilities and uses on industrially zoned parcels using a variety of tools, including but not limited to vegetation, physical separation, land acquisition, and insulation to establish buffers between industrial sanctuaries and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

**79. Finding:** Policies 4.30 through 4.32 address scale and use transitions. The 13<sup>th</sup> Amendment is not applicable to these policies because it does not change any existing building size, setback, or landscaping standards that apply where zoning designations transition. Any housing or other uses built using funding from the 13<sup>th</sup> Amendment would still have to meet existing development standards that apply to these transitional situations.

## Off-site impacts

**Policy 4.33. Off-site impacts.** Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay



attention to limiting and mitigating impacts to under-served and under-represented communities.

**Policy 4.34. Auto-oriented facilities, uses, and exterior displays.** Minimize the adverse impacts of highways, auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential uses.

**Policy 4.35. Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

**Policy 4.36. Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.

**Policy 4.37. Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic.

**Policy 4.38. Light pollution.** Encourage lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

**Policy 4.39. Airport noise.** Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area of Portland International Airport, while providing disclosure of the level of aircraft noise and mitigating the potential impact of noise within the affected area.

**Policy 4.40. Telecommunication facility impacts.** Mitigate the visual impact of telecommunications and broadcast facilities near residentially zoned areas through physical design solutions.

**80. Finding:** Policies 4.33 through 4.40 generally address impacts that can negatively affect adjacent residential uses and areas. They are implemented through a variety of design and impact-related performance standards in the zoning code. For the single dwelling zones, current base zone development standards address potential off-site impacts through existing setback requirements, tree density standards, limitations on commercial uses and signage. Offsite impacts are additionally address in Chapter 33.262. Existing regulations in the Portland International Airport Noise Impact Zone (33.470) are unchanged, and areas with high noise impacts (68 and higher DNL) where new residential uses are prohibited are unaffected by the 13<sup>th</sup> Amendment. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change any site or building design regulations, or any of the specific implementing regulations related to these policies. Housing or other structures that are built as a result of the 13<sup>th</sup> Amendment will be otherwise required to meet the development standards of the base zone, and the applicable off-site impact standards.

## Scenic resources

**Policy 4.41. Scenic resources.** Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

**Policy 4.42. Scenic resource protection.** Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

**Policy 4.43. Vegetation management.** Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

**Policy 4.44. Building placement, height, and massing.** Maintain regulations and other tools related to building placement, height, and massing to preserve designated significant scenic resources.

**Policy 4.45. Future development.** Encourage new public and private development to create new public viewpoints providing views of Portland’s rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

**81. Finding:** The City has designated scenic resources in an adopted inventory and protects them through an overlay zone (Chapter 33.480) which address landscaping, setbacks, screening, building facades and tree removal. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change this section of the Comprehensive Plan. The 13<sup>th</sup> Amendment does not impact landscaping, setback, screening, tree removal, or building standards.

## Historic and cultural resources

**Policy 4.46. Historic and cultural resource protection.** Protect and encourage the restoration of historic buildings, places, and districts that contribute to the distinctive character and history of Portland’s evolving urban environment.

**Policy 4.47. State and federal historic resource support.** Advocate for state and federal policies, programs, and legislation that would enable stronger historic resource designations, protections, and rehabilitation programs.

**Policy 4.48. Continuity with established patterns.** Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

**Policy 4.49. Resolution of conflicts.** Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to consider the character of the historic resources in the district.

**Policy 4.50. Demolition.** Protect historic resources from demolition. Provide opportunities for public comment, and encourage pursuit of alternatives to demolition or other actions that mitigate for the loss.

**Policy 4.51. City-owned historic resources.** Maintain City-owned historic resources with necessary upkeep and repair.

**Policy 4.52. Historic Resources Inventory.** Maintain and periodically update Portland’s Historic Resources Inventory to inform historic and cultural resource preservation strategies.

**Policy 4.53. Preservation equity.** Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.

**Policy 4.54. Cultural diversity.** Work with Portland’s diverse communities to identify and preserve places of historic and cultural significance.

**Policy 4.55. Cultural and social significance.** Encourage awareness and appreciation of cultural diversity and the social significance of historic places and their roles in enhancing community identity and sense of place.

**Policy 4.56. Community structures.** Encourage the adaptive reuse of historic community structures, such as former schools, meeting halls, and places of worship, for arts, cultural, and community uses

that continue their role as anchors for community and culture.

**Policy 4.57. Economic viability.** Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.

**Policy 4.58. Archaeological resources.** Protect and preserve archaeological resources, especially those sites and objects associated with Native American cultures. Work in partnership with Sovereign tribes, Native American communities, and the state to protect against disturbance to Native American archaeological resources.

**82. Finding:** These policies address historic and cultural resources. The 13<sup>th</sup> Amendment is **not applicable** to these policies as it does not change this section of the Comprehensive Plan. The development will be guided by the North/Northeast Community Development Initiative and will address losses of historic resources in the Interstate Corridor Urban Renewal Area.

## Public art

**Policy 4.59. Public art and development.** Create incentives for public art as part of public and private development projects.

**83. Finding:** This policy is not applicable. No changes to public art programs or new incentives are proposed with the 13<sup>th</sup> Amendment.

## Resource-efficient design and development

**Policy 4.60. Rehabilitation and adaptive reuse.** Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

**Policy 4.61. Compact housing.** Promote the development of compact, space- and energy-efficient housing types that minimize use of resources such as smaller detached homes or accessory dwellings and attached homes.

**Policy 4.62. Seismic and energy retrofits.** Promote seismic and energy-efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.

**Policy 4.63. Life cycle efficiency.** Encourage use of technologies, techniques, and materials in building design, construction, and removal that result in the least environmental impact over the life cycle of the structure.

**Policy 4.64. Deconstruction.** Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

**Policy 4.65. Materials and practices.** Encourage use of natural, resource-efficient, recycled, recycled content, and non-toxic building materials and energy-efficient building practices.

**Policy 4.66. Water use efficiency.** Encourage site and building designs that use water efficiently and manage stormwater as a resource.

**Policy 4.67. Optimizing benefits.** Provide mechanisms to evaluate and optimize the range of benefits from solar and renewable resources, tree canopy, ecoroofs, and building design.

**Policy 4.68. Energy efficiency.** Encourage and promote energy efficiency significantly beyond the Statewide Building Code and the use of solar and other renewable resources in individual buildings and at a district scale.

**Policy 4.69. Reduce carbon emissions.** Encourage a development pattern that minimizes carbon emissions from building and transportation energy use.

**Policy 4.70. District energy systems.** Encourage and remove barriers to the development and expansion of low-carbon heating and cooling systems that serve multiple buildings or a broader district.

**Policy 4.71. Ecodistricts.** Encourage ecodistricts, where multiple partners work together to achieve sustainability and resource efficiency goals at a district scale.

**Policy 4.72. Energy-producing development.** Encourage and promote development that uses renewable resources, such as solar, wind, and water to generate power on-site and to contribute to the energy grid.

**84. Finding:** Policies 4.60 through 4.72 address resource efficiency and resilience – primarily related to building design. This includes consideration of energy use, water use, use of recycled and healthy building materials, seismic standards, and adoptive re-use. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change any existing design or development standards that have an impact on building form or resource efficiency. The 13<sup>th</sup> Amendment does not impact programs related to water or energy efficiency, recycling, or seismic resiliency.

The 13<sup>th</sup> Amendment supports Policy 4.60 because it enables adaptive re-use of underutilized land associated for needed housing and for a Cultural-Business Hub.

## Designing with nature

**Policy 4.73. Design with nature.** Encourage design and site development practices that enhance, and avoid the degradation of, watershed health and ecosystem services and that incorporate trees and vegetation.

**Policy 4.74. Flexible development options.** Encouraging flexibility in the division of land, the siting and design of buildings, and other improvements to reduce the impact of development on environmentally-sensitive areas and to retain healthy native and beneficial vegetation and trees.

**Policy 4.75. Low-impact development and best practices.** Encourage use of low-impact development, habitat-friendly development, bird-friendly design, and green infrastructure.

**Policy 4.76. Impervious surfaces.** Limit use of and strive to reduce impervious surfaces and associated impacts on hydrologic function, air and water quality, habitat connectivity, tree canopy, and urban heat island effects.

**Policy 4.77. Hazards to wildlife.** Encourage building, lighting, site, and infrastructure design and practices that provide safe fish and wildlife passage, and reduce or mitigate hazards to birds, bats, and other wildlife.

**Policy 4.78. Access to nature.** Promote equitable, safe, and well-designed physical and visual access to nature for all Portlanders, while also maintaining the functions and values of significant natural resources, fish, and wildlife. Provide access to major natural features, including:

- Water bodies such as the Willamette and Columbia rivers, Smith and Bybee Lakes, creeks, streams, and sloughs.
- Major topographic features such as the West Hills, Mt. Tabor, and the East Buttes.
- Natural areas such as Forest Park and Oaks Bottom.

**85. Finding.** Policies 4.73 through 4.78 provide direction regarding the interface between development and natural features and functions. They address site and building design and access to nature. These policies are not applicable because the 13<sup>th</sup> Amendment does not change any existing design or development standards that have an impact on building form or site design. The 13<sup>th</sup> Amendment does not impact programs related to accessing nature.

### **Hazard-resilient design**

**Policy 4.79. Natural hazards and climate change risks and impacts.** Limit development in or near areas prone to natural hazards, using the most current hazard and climate change-related information and maps.

**Policy 4.80. Geological hazards.** Evaluate slope and soil characteristics, including liquefaction potential, landslide hazards, and other geologic hazards.

**Policy 4.81. Disaster-resilient development.** Encourage development and site-management approaches that reduce the risks and impacts of natural disasters or other major disturbances and that improve the ability of people, wildlife, natural systems, and property to withstand and recover from such events.

**Policy 4.83. Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

**Policy 4.82. Portland Harbor Facilities.** Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.

**Policy 4.84. Planning and disaster recovery.** Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

**86. Finding:** Policies 4.79 through 4.84 provide direction regarding the interface of development with natural hazards. The policies address climate, geology, disaster recovery, and reducing risks at harbor-related facilities.

The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change existing city programs related to disaster planning and reducing hazard-related risks. City programs that are deemed in compliance with Metro Title 3 requirements for flood management, and erosion and sediment control (i.e., City Title 10 Erosion Control, and the balanced cut and fill requirements of City Title 24), as well as the environmental overlay zones are unchanged by this amendment and will ensure any new development will be done in a way to protect people and property from hazards.

### **Healthy food**

**Policy 4.85. Grocery stores and markets in centers.** Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmer's markets offering fresh produce in centers.

**Policy 4.86. Neighborhood food access.** Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.

**Policy 4.87. Growing food.** Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.

**Policy 4.88. Access to community gardens.** Ensure that community gardens are allowed in areas close

to or accessible via transit to people living in areas zoned for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

**87. Finding:** Policies 8.85 through 4.88 address ways that programs and land use plans can facilitate better access to healthy food. These policies are not applicable because the 13<sup>th</sup> Amendment does not change any programs related to food access, and the land use changes being made are specific to existing conditional use sites.

## Chapter 5: Housing

**Goal 5.A: Housing diversity.** Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

**Goal 5.B: Equitable access to housing.** Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

**Goal 5.C: Healthy connected city.** Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation.

**Goal 5.D: Affordable housing.** Portland has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

**Goal 5.E: High-performance housing.** Portland residents have access to resource-efficient and high-performance housing for people of all abilities and income levels.

**88. Finding:**

The 13<sup>th</sup> Amendment supports these Housing goals by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Seventy percent of the increased maximum indebtedness, or \$46,900,000, will be allocated to the Portland Housing Bureau for the development of additional affordable housing options. This funding will be guided by the Portland Housing Bureau's North/Northeast Strategy and will address affordable housing, diversity, equitable access to housing that provides safe access to jobs and goods. A community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy. These units will be new construction so should provide for high-performance housing.

- The three projects to be funded include the following. If for some reason any of these projects are unable to be completed, the Prosper Portland will provide the Portland Housing Bureau with use of such funds in accordance with ORS 456.125(5) for additional affordable housing units and to support affordable housing in the Interstate Corridor Urban Renewal Area.
- Home ownership opportunity 40-50 households on the Carey Boulevard property purchased by the Portland Housing Bureau from the Water Bureau. Income restrictions for this project are up to 80% for two bedrooms or less or up to 100% for three or more bedrooms. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy to select home buyers.
- Strong property development, located at the corner of Williams and Alberta, of either home ownership or multifamily rental. This property was purchased by the Portland Housing Bureau in late summer of 2019. It has the potential of 100-150 units of rental housing. Income

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

restrictions for this project are at 60% or less for rental and up to 100% for home ownership. The Portland Housing Bureau will use the preference policy established in the North/Northeast Neighborhood Strategy.

- Funds set aside for the Williams & Russell project in the event that the decision is made by the Project Working Group to include housing on that site. The same guidelines as the above two projects will apply depending on the type of development that is chosen, homeownership or rental.

## Diverse and expanding housing supply

**Policy 5.1. Housing supply.** Maintain sufficient residential development capacity to accommodate Portland’s projected share of regional household growth.

**Policy 5.2. Housing growth.** Strive to capture at least 25 percent of the seven-county region’s residential growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**Policy 5.3. Housing potential.** Evaluate plans and investments for their impact on housing capacity, particularly the impact on the supply of housing units that can serve low- and moderate-income households, and identify opportunities to meet future demand.

**89. Finding:** The 13<sup>th</sup> Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area as further discussed in Finding 88.

**Policy 5.4. Housing types.** Encourage new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods. These housing types include but are not limited to single-dwelling units; multi-dwelling units; accessory dwelling units; small units; pre-fabricated homes such as manufactured, modular, and mobile homes; co-housing; and clustered housing/clustered services.

**90. Finding:** “Encourage” is defined in the Comprehensive Plan as “promote or foster using some combination of voluntary approaches, regulations, or incentives.” The 13<sup>th</sup> Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Development of this housing will be regulated by the strategies of the Portland Housing Bureau. In addition, a community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy.

**Policy 5.5. Housing in centers.** Apply zoning in and around centers that allows for and supports a diversity of housing that can accommodate a broad range of households, including multi-dwelling and family-friendly housing options.

**91. Finding:** This policy is not applicable to the 13<sup>th</sup> Amendment as no zoning changes are being made as a result of the 13<sup>th</sup> Amendment.

**Policy 5.6. Middle housing.** Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, corridors with frequent service transit, high capacity transit stations, and within the Inner Ring around the Central City.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

**92. Finding:** The 13<sup>th</sup> Amendment supports this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. A separate City project, the Residential Infill Project is developing additional tools to increase the supply of middle housing in Portland.

**Policy 5.7. Adaptable housing.** Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.

**93. Finding:** The 13<sup>th</sup> Amendment supports this Housing goal by providing additional funding for the creation of affordable housing in the ICURA. Development of this housing will be guided by the strategies of the Portland Housing Bureau. In addition, a community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy.

**Policy 5.8. Physically-accessible housing.** Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers, station areas, and other places that are proximate to services and transit.

**Policy 5.9. Accessible design for all.** Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, using Universal Design Principles.

**94. Finding.** The 13<sup>th</sup> Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the ICURA. Development of this housing will be guided by the strategies of the Portland Housing Bureau. In addition, a community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy.

**Policy 5.10. Coordinate with fair housing programs.** Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments to affirmatively further fair housing.

**95. Finding:** The Comprehensive Plan defines “foster” to mean “encourage or guide the incremental development of something over a long period of time.” The 13<sup>th</sup> Amendment facilitates the development of affordable housing in the Interstate Corridor Urban Renewal Area. Access to this housing will be guided by the strategies of the Portland Housing Bureau. In addition, a community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy. The 13<sup>th</sup> Amendment complies with this policy.

## Housing access

**Policy 5.11. Remove barriers.** Remove potential regulatory barriers to housing choice for people in protected classes to ensure freedom of choice in housing type, tenure, and location.

**96. Finding:** The 13<sup>th</sup> Amendment supports this Housing goal by providing additional funding for the creation of affordable housing in the ICURA Area. Development of this housing will be guided by the standards of the Portland Housing Bureau. In addition, a community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy.

**Policy 5.12. Impact analysis.** Evaluate plans and investments, significant new infrastructure, and



significant new development to identify potential disparate impacts on housing choice, access, and affordability for protected classes and low-income households. Identify and implement strategies to mitigate the anticipated impacts.

**Policy 5.13. Housing stability.** Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

**Policy 5.14. Preserve communities.** Encourage plans and investments to protect and/or restore the socioeconomic diversity and cultural stability of established communities.

**Policy 5.15. Gentrification/displacement risk.** Evaluate plans and investments, significant new infrastructure, and significant new development for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households, and renters. Identify and implement strategies to mitigate the anticipated impacts.

**Policy 5.16. Involuntary displacement.** When plans and investments are expected to create neighborhood change, limit the involuntary displacement of those who are under-served and under-represented. Use public investments and programs, and coordinate with nonprofit housing organizations (such as land trusts and housing providers) to create permanently-affordable housing and to mitigate the impacts of market pressures that cause involuntary displacement.

**97. Finding:** The City Council interprets Policies 5.12 to 5.16 as requiring evaluation and analysis as to who will benefit and who will be burdened by a planning decision, including amendments to the Comprehensive Plan, the Comprehensive Plan Map, the Zoning Code, and the Zoning Map. The Council interprets “involuntary displacement” to occur when a resident is forced to relocate due to factors that are beyond the residents control including but not limited to increased rents, and decisions by landlords to redevelop property.

The 13<sup>th</sup> Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the ICURA. Development of this housing will be guided by the strategies of the Portland Housing Bureau. In addition, a community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy. These change generally will not result in direct displacement because the impacted sites are not currently in residential use. The creation of these affordable housing units will help address past displacement that has occurred in the Interstate Corridor Urban Renewal Area. In addition, funds from the amendment may be allocated to Prosper Portland’s preventing displacement loan and grants program.

**Policy 5.17. Land banking.** Support and coordinate with community organizations to hold land in reserve for affordable housing, as an anti-displacement tool, and for other community development purposes.

**98. Finding:** The 13<sup>th</sup> Amendment is consistent with this policy because it supports the creation of more affordable housing units on sites that are currently owned by the Portland Housing Bureau. This public ownership has provided the land for this new affordable housing.

**Policy 5.18. Rebuild communities.** Coordinate plans and investments with programs that enable communities impacted by involuntary displacement to maintain social and cultural connections, and re-establish a stable presence and participation in the impacted neighborhoods.

**99. Finding:** The development project at the Williams & Russell site is located in the Albina area of inner NE Portland, where urban revitalization over the past two decades has caused cultural and economic displacement. The intent of this development is to counterbalance the involuntary displacement that occurred in this area from previous urban renewal projects. The 13<sup>th</sup> Amendment complies with this policy.

**Policy 5.19. Aging in place.** Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

**100. Finding:** The 13<sup>th</sup> Amendment supports this Housing policy by providing additional funding for the creation of affordable housing in the ICURA. A community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy.

## Housing location

**Policy 5.20. Coordinate housing needs in high-poverty areas.** Meet the housing needs of under-served and under-represented populations living in high-poverty areas by coordinating plans and investments with housing programs.

**Policy 5.21. Access to opportunities.** Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and under-represented populations and an existing supply of affordable housing.

**Policy 5.22. New development in opportunity areas.** Locate new affordable housing in areas that have high/medium levels of opportunity in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.

**101. Finding:** The Census Bureau uses a set of income thresholds that vary by family size and composition to determine who classifies as impoverished. If a family's total income is less than the family's threshold than that family and every individual in it is considered to be living in poverty. High poverty areas are interpreted to mean areas with more than 25% poverty rate. According to US HUD, census tracts around Elliot and the Central City have these higher poverty rates. The 13<sup>th</sup> Amendment supports these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. A community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy.

**Policy 5.23. Higher-density housing.** Locate higher-density housing, including units that are affordable and accessible, in and around centers to take advantage of the access to active transportation, jobs, open spaces, schools, and various services and amenities.

**102. Finding:** None of the development sites are located directly in Centers as designated in the Comprehensive Plan. However, the sites are located in proximity to transportation, jobs open spaces, and schools. The 13<sup>th</sup> Amendment complies with these policies.

**Policy 5.24. Impact of housing on schools.** Evaluate plans and investments for the effect of housing development on school enrollment, financial stability, and student mobility. Coordinate with school districts to ensure plans are aligned with school facility plans.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

**103. Finding:** David Douglas School District (DDSD) is the only school district in Portland with an adopted school facility plan. None of the development proposed by the 13th Amendment will impact the David Douglas School District.

### Housing affordability

**Policy 5.25. Housing preservation.** Preserve and produce affordable housing to meet needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

**104. Finding:** The 13<sup>th</sup> Amendment complies with this policy because it provides funds for additional affordable housing.

**Policy 5.26. Regulated affordable housing target.** Strive to produce at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket.

**105. Finding:** The 13<sup>th</sup> Amendment complies with this policy as it aims to increase the production of affordable housing in the Interstate Corridor Urban Renewal Area by providing increased funding for affordable housing development.

**Policy 5.27. Funding plan.** Encourage development or financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

**106. Finding:** The 13<sup>th</sup> Amendment complies with this policy as it provides additional funding through the increase in the maximum indebtedness for affordable housing development in the Interstate Corridor Urban Renewal Area.

**Policy 5.28. Inventory of regulated affordable housing.** Coordinate periodic inventories of the supply of regulated affordable housing in the four-county (Clackamas, Clark, Multnomah and Washington) region with Metro.

**107. Finding:** Council interprets this policy to apply to ongoing intergovernmental coordination, and not a directive to be applied with each land use plan amendment. This policy is not applicable.

**Policy 5.29. Permanently-affordable housing.** Increase the supply of permanently-affordable housing, including both rental and homeownership opportunities.

**108. Finding:** The 13<sup>th</sup> Amendment complies with this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. A community-based oversight committee guides strategy, implementation and tracks progress toward meeting the North/Northeast Neighborhood Housing Strategy and the North/Northeast Neighborhood Preference Policy. The rental property will be affordable for 99 years. The homeownership may use a land trust model to make it permanently affordable. This will be reviewed by the North/Northeast Housing Advisory Committee.

**Policy 5.30. Housing cost burden.** Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation. Encourage energy-efficiency investments to reduce overall housing costs.

**109. Finding:** The 13<sup>th</sup> Amendment complies with this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area. Development of this housing will be regulated by the standards of the Portland Housing Bureau and the energy efficient building standards of the City of Portland.

**Policy 5.31. Household prosperity.** Facilitate expanding the variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, the Central City, industrial districts, and other employment areas.

**Policy 5.32 Affordable Housing in Centers.** Encourage income diversity in and around centers by allowing a mix of housing types and tenures.

**110. Finding:** The 13<sup>th</sup> Amendment complies with these Housing policies by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area, where centers are located or are nearby, which have access to the Interstate light rail system and centers as identified in the Comprehensive Plan.

**Policy 5.33. Central City affordable housing.** Encourage the preservation and production of affordable housing in the Central City to take advantage of the area's unique concentration of active transportation access, jobs, open spaces, and supportive services and amenities.

**111. Finding:** The projects in the 13<sup>th</sup> Amendment are not located in the Central City. This policy is not applicable.

**Policy 5.34. Affordable housing resources.** Pursue a variety of funding sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

**112. Finding:** The 13<sup>th</sup> Amendment complies this Housing policy by providing additional funding for the creation of affordable housing in the Interstate Corridor Urban Renewal Area.

**Policy 5.35. Inclusionary housing.** Use inclusionary zoning and other regulatory tools to effectively link the production of affordable housing to the production of market-rate housing.

**113. Finding:** Inclusionary housing regulations were adopted in 2018. The 13<sup>th</sup> Amendment does not change that program.

**Policy 5.36. Impact of regulations on affordability.** Evaluate how existing and new regulations affect private development of affordable housing, and minimize negative impacts where possible. Avoid regulations that facilitate economically-exclusive neighborhoods.

**114. Finding:** The 13<sup>th</sup> Amendment does not change any existing or new regulations that affect private development of affordable housing. Therefore, this policy is not applicable

**Policy 5.37. Mobile home parks.** Encourage preservation of mobile home parks as a low/moderate-income housing option. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

**115. Finding:** Existing mobile home parks have been recently rezoned to RMP (Residential Manufactured Dwelling Park) to implement this policy. The 13<sup>th</sup> Amendment does not impact any land with RMP zoning. Therefore, this policy is not applicable.

**Policy 5.38. Workforce housing.** Encourage private development of a robust supply of housing that is affordable to moderate-income households located near convenient multimodal transportation that provides access to education and training opportunities, the Central City, industrial districts, and other employment areas.

**Policy 5.39. Compact single-family options.** Encourage development and preservation of small resource-efficient and affordable single-family homes in all areas of the city.

**Policy 5.40 Employer-assisted housing.** Encourage employer-assisted affordable housing in conjunction with major employment development.

**116. Finding:** The 13<sup>th</sup> Amendment does not change employment-related development regulations. Therefore, this policy is not applicable.

**Policy 5.41 Affordable homeownership.** Align plans and investments to support improving homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

**Policy 5.42 Homeownership retention.** Support opportunities for homeownership retention for people of color and other groups who have been historically under-served and under-represented.

**Policy 5.43 Variety in homeownership opportunities.** Encourage a variety of ownership opportunities and choices by allowing and supporting including but not limited to condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts, and sweat equity.

**117. Finding:** Council finds that Policies 5.38 through 5.43 all aim to support opportunities for homeownership for all Portlanders, including historically under-served and under-represented Portlanders. They also encourage compact single-dwelling homes, and homes affordable to middle-income Portlanders. The 13<sup>th</sup> Amendment complies with these policies as the Portland Housing Bureau aims for one of the projects to be funded by the amendment to provide additional opportunities for home ownership.

**Policy 5.44 Regional cooperation.** Facilitate opportunities for greater regional cooperation in addressing housing needs in the Portland Metropolitan area, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

**Policy 5.45 Regional balance.** Encourage development of a “regional balance” strategy to secure greater regional participation to address the housing needs of homeless people and communities of color, low- and moderate-income households, and historically under-served and under-represented communities throughout the region.

**118. Finding:** Policies 5.44 through 5.45 address how the City engages with Metro and other jurisdictions in the Portland region on housing issues. The 13<sup>th</sup> Amendment is consistent with these policies as it funds affordable housing and the projects will involve the cooperation of Prosper Portland, the Portland Housing Bureau, and potentially other regional partners, such as Metro.

## Homelessness

**Policy 5.46. Housing continuum.** Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed, including but not limited to Permanent Supportive Housing, transitional housing, self-built micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds.

**119. Finding:** The 13<sup>th</sup> Amendment complies with this policy as the amendment provide additional funding for affordable housing. Although it does not specifically address homelessness, any additional housing supply helps address the overall housing supply issue.

## Health, safety, and well-being

**Policy 5.47. Healthy housing.** Encourage development and maintenance of all housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

**Policy 5.48. Housing safety.** Require safe and healthy housing free of hazardous materials such as lead, asbestos, and radon.

**Policy 5.49. Housing quality.** Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from excessive noise, pests, and hazardous environmental conditions.

**Policy 5.50. High-performance housing.** Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes that are affordable or reasonably priced.

**Policy 5.51. Healthy and active living.** Encourage housing that provides features supportive of healthy eating and active living such as useable open areas, recreation areas, community gardens, crime-preventive design, and community kitchens in multifamily housing.

**Policy 5.52. Walkable surroundings.** Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

**Policy 5.53. Responding to social isolation.** Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.

**120. Finding:** Policies 5.47 through 5.53 relate to the design of housing. The 13th Amendment does not change any development standards that govern the design of housing. These policies are not applicable.

**Policy 5.54 Renter protections.** Enhance renter health, safety, and stability through education, expansion of enhanced inspections, and support of regulations and incentives that protect tenants and prevent involuntary displacement.

**121. Finding:** The 13<sup>th</sup> Amendment does not alter regulations establishing tenant protections including required relocation assistance when properties are sold and/or redeveloped (PCC 30.01.085). As a result, this policy is not applicable.

## Chapter 6: Economic Development

**Goal 6.A: Prosperity.** Portland has vigorous economic growth and a healthy, diverse economy that supports prosperity and equitable access to employment opportunities for an increasingly diverse population. A strong economy that is keeping up with population growth and attracting resources and talent can:

- Create opportunity for people to achieve their full potential.
- Improve public health.
- Support a healthy environment.

- Support the fiscal well-being of the city.

**Goal 6.B: Development.** Portland supports an attractive environment for industrial, commercial, and institutional job growth and development by: 1) maintaining an adequate land supply; 2) a local development review system that is nimble, predictable, and fair; and 3) high-quality public facilities and services.

**Goal 6.C: Business district vitality.** Portland implements land use policy and investments to:

- Ensure that commercial, institutional, and industrial districts support business retention and expansion.
- Encourage the growth of districts that support productive and creative synergies among local businesses.
- Provide convenient access to goods, services, and markets.
- Take advantage of our location and quality of life advantages as a gateway to world-class natural landscapes in Northwest Oregon, Southwest Washington, and the Columbia River Basin, and a robust interconnected system of natural landscapes within the region's Urban Growth Boundary.

**122. Finding:** The 13<sup>th</sup> Amendment does not change the comprehensive plan designations of any currently designated employment lands. Therefore, there is no impact to employment capacity. The 13<sup>th</sup> Amendment complies with these goals as it helps provide affordable housing to support business district vitality by allowing for more households to locate in Portland, closer to goods, services, and markets, implements the North/Northeast Community Development Initiative and provides funding for a Cultural Business Hub on the Williams & Russell site. The selection criteria for the Cultural Business Hub site are:

1. Aligns with the goals and objectives of the North/Northeast Community Development Initiative Action Plan especially:
  - Fostering multigenerational wealth creation through property ownership.
  - Fostering multigenerational wealth creation through business ownership.
2. Provides commercial space for small businesses owned by Blacks and other people of color to grow and thrive.
3. Demonstrates a commitment to tenanting a majority of the project with local, minority-owned businesses.
4. Provides long-term community benefits for Blacks and other people of color.
5. Provides meaningful contracting opportunities throughout the development and construction process for Blacks and other people of color.
6. Demonstrates financial feasibility and commitment from development and financial partners

## **Diverse, expanding city economy**

**Policy 6.1. Diverse and growing community.** Expand economic opportunity and improve economic equity for Portland's diverse, growing population through sustained business growth.

**Policy 6.2. Diverse and expanding economy.** Align plans and investments to maintain the diversity of Portland's economy and status as Oregon's largest job center with growth across all sectors (commercial, industrial, creative, and institutional) and across all parts of the city.

**Policy 6.3. Employment growth.** Strive to capture at least 25 percent of the seven-county region's employment growth (Multnomah, Washington, Clackamas, Yamhill, Columbia, Clark, and Skamania counties).

**Policy 6.4. Fiscally-stable city.** Promote a high citywide jobs-to-households ratio that supports tax revenue growth at pace with residential demand for municipal services.

**Policy 6.5. Economic resilience.** Improve Portland's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

**Policy 6.6. Low-carbon and renewable energy economy.** Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with energy efficiency projects, waste reduction, production of more durable goods, and recycling.

**Policy 6.7. Competitive advantages.** Maintain and strengthen the city's comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.

**Policy 6.8. Business environment.** Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.

**Policy 6.9. Small business development.** Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.

**Policy 6.10. Business innovation.** Encourage innovation, research, development, and commercialization of new technologies, products, and services through responsive regulations and public sector approaches.

**Policy 6.11. Sharing economy.** Encourage mechanisms that enable individuals, corporations, non-profits, and government to market, distribute, share, and reuse excess capacity in goods and services. This includes peer-to-peer transactions, crowd funding platforms, and a variety of business models to facilitate borrowing and renting unused resources.

**Policy 6.12. Economic role of livability and ecosystem services.** Conserve and enhance Portland's cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.

**123. Finding:** Policies 6.1 through 6.12 provide direction regarding economic and employment growth. The 13<sup>th</sup> Amendment does not affect any land designated for industrial or employment uses. The 13<sup>th</sup> Amendment does not affect the base development capacity in the commercial mixed-use areas. Therefore, there is no impact to employment capacity. The 13<sup>th</sup> Amendment complies with these policies as it provides funding for implementation of the North/Northeast Community Development Initiative including a Cultural-Business Hub that will providing equitable opportunities for prosperity, business diversity, strategic investments to retain, expand and attract businesses, facilitate the growth of small businesses and business innovation in the Interstate Corridor Urban Renewal Area as further elaborated in Finding 122.

## Land development

**Policy 6.13. Land supply.** Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.



Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

**124. Finding:** The 13<sup>th</sup> Amendment does not change the comprehensive plan designations of any currently designated employment lands. Therefore, there is no impact to employment capacity and this policy is not applicable.

**Policy 6.14. Brownfield redevelopment.** Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035.

**Policy 6.15. Regionally-competitive development sites.** Improve the competitiveness of vacant and underutilized sites located in Portland’s employment areas using incentives, and regional and state assistance for needed infrastructure and site readiness improvements.

**Policy 6.16. Regulatory climate.** Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

**6.16.a.** Assess and understand cumulative regulatory costs to promote Portland’s financial competitiveness with other comparable cities.

**6.16.b.** Promote certainty for new development through appropriate allowed uses and “clear and objective” standards to permit typical development types without a discretionary review.

**6.16.c.** Allow discretionary-review to facilitate flexible and innovative approaches to meet requirements.

**6.16.d.** Design and monitor development review processes to avoid unnecessary delays.

**6.16.e.** Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.

**Policy 6.17. Short-term land supply.** Provide for a competitive supply of development-ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

**Policy 6.18. Evaluate land needs.** Update the Economic Opportunities Analysis and short-term land supply strategies every five to seven years.

**Policy 6.19. Corporate headquarters.** Provide land opportunities for development of corporate headquarters campuses in locations with suitable transportation facilities.

**125. Finding:** Policies 6.13 through 6.16 provide direction regarding land supply and development sites and regulations in employment areas. The 13<sup>th</sup> Amendment does not change the comprehensive plan designations or regulations affecting any currently designated employment lands. The 13<sup>th</sup> Amendment does not change the development standards or requirements for designated employment lands. Therefore, these policies are not applicable.

## **Traded sector competitiveness**

**Policy 6.20. Traded sector competitiveness.** Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.

**Policy 6.21. Traded sector diversity.** Encourage partnerships to foster the growth, small business vitality, and diversity of traded sectors.

**Policy 6.22. Clusters.** Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.

**Policy 6.23. Trade and freight hub.** Encourage investment in transportation systems and services that will retain and expand Portland’s competitive position as a West Coast trade gateway and freight distribution hub.

**Policy 6.24. Traded sector land supply.** Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

**Policy 6.25. Import substitution.** Encourage local goods production and service delivery that substitute for imports and help keep the money Portlanders earn in the local economy.

**Policy 6.26. Business opportunities in urban innovation.** Strive to have Portland’s built environment, businesses, and infrastructure systems showcase examples of best practices of innovation and sustainability.

**126. Finding:** The 13<sup>th</sup> Amendment does not impact the city and regional business climate. Policies 6.20 through 6.26 are not applicable.

### **Equitable household prosperity**

**Policy 6.27. Income self-sufficiency.** Expand access to self-sufficient wage levels and career ladders for low-income people by maintaining an adequate and viable supply of employment land and public facilities to support and expand opportunities in Portland for middle- and high-wage jobs that do not require a 4-year college degree.

**6.27.a.** Support the role of industrial districts as a leading source of middle-wage jobs that do not require a 4-year college degree and as a major source of wage-disparity reduction for under-served and under-represented communities.

**6.27.b.** Evaluate and limit negative impacts of plans and investments on middle and high wage job creation and retention.

**Policy 6.28. East Portland job growth.** Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.

**Policy 6.29. Poverty reduction.** Encourage investment in, and alignment of, poverty-reduction efforts that address economic development, land use, transportation, housing, social services, public health, community development, and workforce development.

**Policy 6.30. Disparity reduction.** Encourage investment in, and alignment of, public efforts to reduce racial, ethnic, and disability-related disparities in income and employment opportunity.

**Policy 6.31. Minority-owned, woman-owned and emerging small business (MWESB) assistance.** Ensure that plans and investments improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

**Policy 6.32. Urban renewal plans.** Encourage urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:

- 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.

- The creation and enhancement of those features which improve the quality of life within the urban renewal area.

**127. Finding:** Policies 6.27 through 6.32 address industrial districts, job creation, access to employment opportunities, reduction of employment disparities, and the creation of urban renewal plans. 13<sup>th</sup> Amendment complies with these policies because it is an urban renewal plan amendment whose focus is to provide affordable housing, implementation of the North/Northeast Community Development Initiative including providing funding for a Cultural-Business Hub on the Williams & Russell site. The affordable housing development and the criteria for implementation of the North/Northeast Community Development Initiative including the Cultural-Business Hub include provisions for equitable household prosperity as indicated in Findings 114 and 148.

## Central City

**Policy 6.33. Central City.** Improve the Central City's regional share of employment and continue its growth as the unique center of both the city and the region for innovation and exchange through commerce, employment, arts, culture, entertainment, tourism, education, and government.

**Policy 6.34. Central City industrial districts.** Protect and facilitate the long-term success of Central City industrial districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.

**Policy 6.35. Innovation districts.** Provide for expanding campus institutions in the Central City and Marquam Hill, and encourage business development that builds on their research and development strengths.

**128. Finding:** The projects to be funded in the 13<sup>th</sup> Amendment are not in the Central City, so these policies are not applicable.

## Industrial and employment districts

**Policy 6.36. Industrial land.** Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely-accessible base of family-wage jobs, particularly for under-served and under-represented people.

**Policy 6.37. Industrial sanctuaries.** Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.

**Policy 6.38. Prime industrial land retention.** Protect the multimodal freight-hub industrial districts at the Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land that is prioritized for long-term retention.

**6.38.a.** Protect prime industrial lands from quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land to non-industrial uses, and consider the potential for other map amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

**6.38.b.** Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

**6.38.c.** Limit regulatory impacts on the capacity, affordability, and viability of industrial uses in the prime industrial area while ensuring environmental resources are also protected.

**6.38.d.** Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics. Offsets may include but are not limited to additional brownfield remediation, industrial use intensification, strategic investments, and other innovative tools and partnerships that increase industrial utilization of industrial land.

**6.38.e.** Protect prime industrial land for siting of parks, schools, large-format places of assembly, and large-format retail sales.

**6.38.f.** Promote efficient use of freight hub infrastructure and prime industrial land by limiting non-industrial uses that do not need to be in the prime industrial area.

**Policy 6.39. Harbor access lands.** Limit use of harbor access lands to river- or rail-dependent or related industrial land uses due to the unique and necessary infrastructure and site characteristics of harbor access lands for river-dependent industrial uses.

**Policy 6.40. Portland Harbor Superfund Site.** Take a leadership role to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses.

**Policy 6.41. Multimodal freight corridors.** Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.

**Policy 6.42. Columbia East.** Provide a mix of industrial and limited business park development in Columbia East (east of 82nd Avenue) that expand employment opportunities supported by proximity to Portland International Airport and multimodal freight access.

**Policy 6.43. Dispersed employment areas.** Provide small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and distribution, and other small-format light industrial and commercial uses with access to nearby freeways or truck streets.

**Policy 6.44. Industrial land use intensification.** Encourage reinvestment in, and intensification of, industrial land use, as measured by output and throughput per acre.

**Policy 6.45. Industrial brownfield redevelopment.** Provide incentives, investments, technical assistance and other direct support to overcome financial-feasibility gaps to enable remediation and redevelopment of brownfields for industrial growth.

**Policy 6.46. Impact analysis.** Evaluate and monitor the impacts on industrial land capacity that may result from land use plans, regulations, public land acquisition, public facility development, and other public actions to protect and preserve existing industrial lands.

**Policy 6.47. Clean, safe, and green.** Encourage improvements to the cleanliness, safety, and ecological performance of industrial development and freight corridors by facilitating adoption of market feasible new technology and design.

**Policy 6.48. Fossil fuel distribution.** Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

**Policy 6.49. Industrial growth and watershed health.** Facilitate concurrent strategies to protect and improve industrial capacity and watershed health in the Portland Harbor and Columbia Corridor areas.

**Policy 6.50. District expansion.** Provide opportunities for expansion of industrial areas based on evaluation of forecasted need and the ability to meet environmental, social, economic, and other goals.

**Policy 6.51. Golf course reuse and redevelopment.** Facilitate a mix of industrial, natural resource, and public open space uses on privately-owned golf course sites in the Columbia Corridor that property owners make available for reuse.

**Policy 6.52. Residential and commercial reuse.** Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.

**Policy 6.55. Neighborhood park use.** Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

**129. Finding:** Policies 6.36 through 6.55 provide direction regarding industrial and employment districts. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change the comprehensive plan designations or regulations affecting any currently designated industrial or employment lands. Therefore, there is no impact to the development capacity of the City's industrial and employment districts.

## Campus institutions

**Policy 6.56. Campus institutions.** Provide for the stability and growth of Portland's major campus institutions as essential service providers, centers of innovation, workforce development resources, and major employers.

**Policy 6.57. Campus land use.** Provide for major campus institutions as a type of employment land, allowing uses typically associated with health care and higher education institutions. Coordinate with institutions in changing campus zoning to provide land supply that is practical for development and intended uses.

**Policy 6.58. Development impacts.** Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially to reduce automobile traffic and parking impacts.

**Policy 6.59. Community amenities and services.** Encourage campus development that provides amenities and services to surrounding neighborhoods, emphasizing the role of campuses as centers of community activity.

**Policy 6.60. Campus edges.** Provide for context-sensitive, transitional uses, and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods, including mixed-use and neighborhood-serving commercial uses where appropriate.

**Policy 6.61. Satellite facilities.** Encourage opportunities for expansion of uses, not integral to campus functions, to locate in centers and corridors to support their economic vitality.

**130. Finding.** Policies 6.56 through 6.61 provide direction regarding campus institutions. The 13<sup>th</sup> Amendment is **not applicable** to these policies as it does not change the comprehensive plan designations or regulations affecting campus institutions.

## Neighborhood business districts

**Policy 6.62. Neighborhood business districts.** Provide for the growth, economic equity, and vitality of neighborhood business districts.

**Policy 6.63. District function.** Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

**Policy 6.64. Small, independent businesses.** Facilitate the retention and growth of small and locally-owned businesses.

**131. Finding.** Policies 6.62 through 6.64 provide direction regarding neighborhood districts, which primarily have commercial/mixed use zoning. The 13<sup>th</sup> Amendment does not change the comprehensive plan designations or regulations affecting neighborhood business districts. The proposed projects are not in any of the identified neighborhood business districts. Therefore, these policies are not applicable.

**Policy 6.65. Home-based businesses.** Encourage and expand allowances for small, low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.

**Policy 6.66. Neighborhood-serving business.** Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.

**Policy 6.67. Retail development.** Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.

**Policy 6.68. Investment priority.** Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.

**Policy 6.69. Non-conforming neighborhood business uses.** Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.

**Policy 6.70. Involuntary commercial displacement.** Evaluate plans and investments for their impact on existing businesses.

**6.70.a.** Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.

**6.70.b.** Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.

**Policy 6.71. Temporary and informal markets and structures.** Acknowledge and support the role that temporary markets (farmer's markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also, acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.

**Policy 6.72. Community economic development.** Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

**6.72.a.** Encourage broad-based community coalitions to implement land use and economic development objectives and programs.

**6.72.b.** Enhance opportunities for cooperation and partnerships between public and private entities that promote economic vitality in communities most disconnected from the regional economy.

**6.72.c.** Encourage cooperative efforts by area businesses, Business Associations, and Neighborhood Associations to work together on commercial revitalization efforts, sustainability initiatives, and transportation demand management.

**Policy 6.73. Centers.** Encourage concentrations of commercial services and employment opportunities in centers.

**6.73.a.** Encourage a broad range of neighborhood commercial services in centers to help residents and others in the area meet daily needs and/or serve as neighborhood gathering places.

**6.73.b.** Encourage the retention and further development of grocery stores and local markets as essential elements of centers.

**6.73.c.** Enhance opportunities for services and activities in centers that are responsive to the needs of the populations and cultural groups of the surrounding area.

**6.73.d.** Require ground-level building spaces in core areas of centers accommodate commercial or other street-activating uses and services.

**6.73.e.** Encourage employment opportunities as a key function of centers, including connections between centers, institutions, and other major employers to reinforce their roles as vibrant centers of activity.

**132. Finding:** Policies 6.62 through 6.73 provide direction regarding neighborhood commercial districts, which primarily have commercial/mixed use zoning. The 13<sup>th</sup> Amendment does not change the comprehensive plan designations or regulations affecting campus institutions. nor change commercial revitalization priorities, or affect the base land uses, non-conforming rules, or development capacity in the commercial/mixed-use zones. It is consistent with these policies. The implementation of the North/Northeast Community Development Initiative including the Cultural-Business Hub will help support community economic development, provide tools to partially address past gentrification, prioritize neighborhood serving businesses and community economic development as further described in Finding 122.

## Chapter 7: Environmental and Watershed Health

**Goal 7.A: Climate.** Carbon emissions are reduced to 50 percent below 1990 levels by 2035.

**Goal 7.B: Healthy watersheds and environment.** Ecosystem services and ecosystem functions are maintained and watershed conditions have improved over time, supporting public health and safety, environmental quality, fish and wildlife, cultural values, economic prosperity, and the intrinsic value of nature.

**Goal 7.C: Resilience.** Portland's built and natural environments function in complementary ways and are resilient in the face of climate change and natural hazards.

**Goal 7.D: Environmental equity.** All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

**Goal 7.E: Community stewardship.** Portlanders actively participate in efforts to maintain and improve the environment, including watershed health.

**133. Finding:** These goals focus on City programs and actions to improve environmental quality, watershed health, and resilience. They also provide direction regarding planning for natural resource protection, and provide a framework governing the City's environmental overlay zones. There are also a number of watershed specific policies in this Chapter that provide additional guidance. The 13<sup>th</sup> Amendment is **not applicable** to these policies because it does not change the comprehensive plan designations or regulations affecting any programs or regulations that implement these goals.

### Improving environmental quality and resilience

**Policy 7.1. Environmental quality.** Protect or support efforts to protect air, water, and soil quality, and associated benefits to public and ecological health and safety, through plans and investments.

**Policy 7.2. Environmental equity.** Prevent or reduce adverse environment-related disparities affecting under-served and under-represented communities through plans and investments. This includes addressing disparities relating to air and water quality, natural hazards, contamination, climate change, and access to nature.

**Policy 7.3. Ecosystem services.** Consider the benefits provided by healthy ecosystems that contribute to the livability and economic health of the city.

**Policy 7.4. Climate change.** Update and implement strategies to reduce carbon emissions and impacts and increase resilience through plans and investments and public education.

**7.4.a. Carbon sequestration.** Enhance the capacity of Portland's urban forest, soils, wetlands, and other water bodies to serve as carbon reserves.

**7.4.b. Climate adaptation and resilience.** Enhance the ability of rivers, streams, wetlands, floodplains, urban forest, habitats, and wildlife to limit and adapt to climate-exacerbated flooding, landslides, wildfire, and urban heat island effects.

**Policy 7.5. Air quality.** Improve, or support efforts to improve, air quality through plans and investments, including reducing exposure to air toxics, criteria pollutants, and urban heat island effects. Consider the impacts of air quality on the health of all Portlanders.

**Policy 7.6. Hydrology.** Through plans and investments, improve or support efforts to improve



watershed hydrology to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.

**Policy 7.7. Water quality.** Improve, or support efforts to improve, water quality in rivers, streams, floodplains, groundwater, and wetlands through land use plans and investments, to address water quality issues including toxics, bacteria, temperature, metals, and sediment pollution. Consider the impacts of water quality on the health of all Portlanders.

**Policy 7.8. Biodiversity.** Strive to achieve and maintain self-sustaining populations of native species, including native plants, native resident and migratory fish and wildlife species, at-risk species, and beneficial insects (such as pollinators) through plans and investments.

**Policy 7.9. Habitat and biological communities.** Ensure that plans and investments are consistent with and advance efforts to improve, or support efforts to improve fish and wildlife habitat and biological communities. Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:

- Are rare or declining.
- Support at-risk plant and animal species and communities.
- Support recovery of species under the Endangered Species Act, and prevent new listings.
- Provide culturally important food sources, including those associated with Native American fishing rights.

**Policy 7.10. Habitat connectivity.** Improve or support efforts to improve terrestrial and aquatic habitat connectivity for fish and wildlife by using plans and investments, to:

- Prevent and repair habitat fragmentation.
- Improve habitat quality.
- Weave habitat into sites as new development occurs.
- Enhance or create habitat corridors that allow fish and wildlife to safely access and move through and between habitat areas.
- Promote restoration and protection of floodplains.

**Policy 7.11. Urban forest.** Improve, or support efforts to improve the quantity, quality, and equitable distribution of Portland's urban forest through plans and investments.

**7.11.a. Tree preservation.** Require or encourage preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.

**7.11.b. Urban forest diversity.** Coordinate plans and investments with efforts to improve tree species diversity and age diversity.

**7.11.c. Tree canopy.** Support progress toward meeting City tree canopy targets.

**7.11.d. Tree planting.** Invest in tree planting and maintenance, especially in low-canopy areas, neighborhoods with under-served or under-represented communities, and within and near urban habitat corridors.

**7.11.e. Vegetation in natural resource areas.** Require native trees and vegetation in significant natural resource areas.

**7.11.f. Resilient urban forest.** Encourage planting of Pacific Northwest hardy and climate change resilient native trees and vegetation generally, and especially in urban habitat corridors.

**7.11.g. Trees in land use planning.** Identify priority areas for tree preservation and planting in land use plans.

**7.11.h. Managing wildfire risk.** Address wildfire hazard risks and management priorities through plans and investments.

**Policy 7.12. Invasive species.** Prevent the spread of invasive plants, and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education.

**Policy 7.13. Soils.** Coordinate plans and investments with programs that address human-induced soil loss, erosion, contamination, or other impairments to soil quality and function.

**Policy 7.14. Natural hazards.** Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks.

**Policy 7.15. Brownfield remediation.** Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

**Policy 7.16. Adaptive management.** Evaluate trends in watershed and environmental health using current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments.

**Policy 7.18. Community stewardship.** Encourage voluntary cooperation between property owners, community organizations, and public agencies to restore or re-create habitat on their property, including removing invasive plants and planting native species.

**134. Finding:** Policies 7.1 through 7.18 are focused on City programs and actions to improve environmental quality and resilience. These policies address City actions, coordination, and in some cases regulatory systems related to development. The 13<sup>th</sup> Amendment does not include amendments to any programs or regulations that implement these policies. These policies are not applicable.

## Planning for natural resource protection

**Policy 7.19. Natural resource protection.** Protect the quantity, quality, and function of significant natural resources identified in the City's natural resource inventory, including:

- Rivers, streams, sloughs, and drainageways.
- Floodplains.
- Riparian corridors.
- Wetlands.
- Groundwater.
- Native and other beneficial vegetation species and communities.
- Aquatic and terrestrial habitats, including special habitats or habitats of concern, large anchor habitats, habitat complexes and corridors, rare and declining habitats such as wetlands, native oak, bottomland hardwood forest, grassland habitat, shallow water habitat, and habitats that support special-status or at-risk plant and wildlife species.
- Other resources identified in natural resource inventories.

**Policy 7.20. Natural resource inventory.** Maintain an up-to-date inventory by identifying the location and evaluating the relative quantity and quality of natural resources.

**Policy 7.21. Environmental plans and regulations.** Maintain up-to-date environmental protection plans and regulations that specify the significant natural resources to be protected and the types of protections to be applied, based on the best data and science available and on an evaluation of cumulative environmental, social, and economic impacts and tradeoffs. *See Figure 7-2 — Adopted Environmental Plans.*

**7.21.a.** Improve the effectiveness of environmental protection plans and regulations to protect and encourage enhancement of ecological functions and ecosystem services.

**Policy 7.22. Land acquisition priorities and coordination.** Maintain a land acquisition program as a tool to protect and support natural resources and their functions. Coordinate land acquisition with the programs of City bureaus and other agencies and organizations.

**135. Finding:** These policies provide direction regarding planning for natural resource protection. The *2035 Comprehensive Plan* background documents included an updated Natural Resources Inventory (NRI), which was adopted (Ordinance 185657) and acknowledged by LCDC on June 13, 2014. The NRI identified the location, quantity, and quality of all significant natural resources as required by the inventory provisions of Statewide Planning Goal 5. From the set of all significant resources, high and medium quality resources, ranked primarily from riparian corridor and wildlife habitat considerations, were identified to comply with the inventory requirements of Title 13 of Metro’s Urban Growth Management Functional Plan

The City’s environmental zones are the primary zoning tool to protect resources and functional values that have been identified by the City as providing benefits to the public. The 13<sup>th</sup> Amendment does not change these zones or regulations. The 13<sup>th</sup> Amendment does not include or change any land acquisition programs which will continue to be coordinated between City bureaus and other agencies and organizations. These policies are not applicable.

## Protecting natural resources in development situations

**Policy 7.23. Impact evaluation.** Evaluate the potential adverse impacts of proposed development on significant natural resources, their functions, and the ecosystem services they provide to inform and guide development design and mitigation consistent with policies 7.24-7.26. and other relevant Comprehensive Plan policies.

**Policy 7.24. Regulatory hierarchy: avoid, minimize, mitigate.** Maintain regulations requiring that the potential adverse impacts of new development on significant natural resources and their functions first be avoided where practicable, then minimized, then lastly, mitigated.

**Policy 7.25. Mitigation effectiveness.** Require that mitigation approaches compensate fully for adverse impacts on locally and regionally significant natural resources and functions. Require mitigation to be located as close to the impact as possible. Mitigation must also take place within the same watershed or portion of the watershed that is within the Portland Urban Services Boundary, unless mitigating outside of these areas will provide a greater local ecological benefit. Mitigation will be subject to the following preference hierarchy:

- On the site of the resource subject to impact with the same kind of resource; if that is not possible, then
- Off-site with the same kind of resource; if that is not possible, then

- On-site with a different kind of resource; if that is not possible, then
- Off-site with a different kind of resource.

**Policy 7.26. Improving environmental conditions through development.** Encourage ecological site design, site enhancement, or other tools to improve ecological functions and ecosystem services in conjunction with new development and alterations to existing development.

**136.** Policies 7.23 through 7.26 provide direction regarding the protection of significant natural resources in development situations. The City’s environmental overlay zones (33.430) are the regulations that control development in order to protect the resources and functional values while allowing environmentally sensitive urban development. The 13<sup>th</sup> Amendment does not change the environmental overlay regulations. These policies are not applicable.

### Aggregate resources

**Policy 7.27. Aggregate resource protection.** Protect aggregate resource sites for current and future use where there are no major conflicts with urban needs, or where these conflicts may be resolved.

**Policy 7.28. Aggregate resource development.** When aggregate resources are developed, ensure that development minimizes adverse environmental impacts and impacts on adjacent land uses.

**Policy 7.29. Mining site reclamation.** Ensure that the reclamation of mining sites protects public health and safety, protects fish and wildlife (including at-risk species), enhances or restores habitat (including rare and declining habitat types), restores adequate watershed conditions and functions on the site, and is compatible with the surrounding land uses and conditions of nearby land.

**137. Finding:** Policies 7.27 through 7.29 provide direction regarding aggregate resources. The 13<sup>th</sup> Amendment does not impact aggregate resources or mine sites. These policies are not applicable.

### Columbia River Watershed

**Policy 7.30. In-water habitat.** Enhance in-water habitat for native fish and wildlife, particularly in the Oregon Slough and near-shore environments along the Columbia River.

**Policy 7.31. Sensitive habitats.** Enhance grassland, beach, riverbanks, wetlands, bottomland forests, shallow water habitats, and other key habitats for wildlife traveling along the Columbia River migratory corridor, while continuing to manage the levees and floodplain for flood control.

**Policy 7.32. River-dependent and river-related uses.** Maintain plans and regulations that recognize the needs of river-dependent and river-related uses while also supporting ecologically-sensitive site design and practices.

**138. Finding:** Policies 7.30 through 7.32 provide direction regarding habitat and river-related uses in the Columbia River Watershed. The 13<sup>th</sup> Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat enhancement, or river-dependent or river-related uses. These policies are not applicable.

### Willamette River Watershed

**Policy 7.33. Fish habitat.** Provide adequate intervals of ecologically-functional shallow-water habitat for native fish along the entire length of the Willamette River within the city, and at the confluences of its tributaries.

**Policy 7.34. Stream connectivity.** Improve stream connectivity between the Willamette River and its tributaries.

**Policy 7.35. River bank conditions.** Preserve existing river bank habitat and encourage the rehabilitation of river bank sections that have been significantly altered due to development with more fish and wildlife friendly riverbank conditions.

**Policy 7.36. South Reach ecological complex.** Enhance habitat quality and connections between Ross Island, Oaks Bottom, and riverfront parks and natural areas south of the Central City, to enhance the area as a functioning ecological complex.

**Policy 7.37. Contaminated sites.** Promote and support programs that facilitate the cleanup, reuse, and restoration of the Portland Harbor Superfund site and other contaminated upland sites.

**Policy 7.38. Sensitive habitats.** Protect and enhance grasslands, beaches, floodplains, wetlands, remnant native oak, bottomland hardwood forest, and other key habitats for native wildlife including shorebirds, waterfowl, and species that migrate along the Pacific Flyway and the Willamette River corridor.

**Policy 7.39. Riparian corridors.** Increase the width and quality of vegetated riparian buffers along the Willamette River.

**Policy 7.40. Connected upland and river habitats.** Enhance habitat quality and connectivity between the Willamette riverfront, the Willamette's floodplain, and upland natural resource areas.

**Policy 7.41. River-dependent and river-related uses.** Develop and maintain plans and regulations that recognize the needs of river-dependent and river-related uses, while also supporting ecologically-sensitive site design and practices.

**Policy 7.42. Forest Park.** Enhance Forest Park as an anchor habitat and recreational resource.

**139. Finding:** Policies 7.33 through 7.42 provide direction regarding habitat and river-related uses in the Willamette River Watershed. The 13<sup>th</sup> Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies are not applicable.

## Columbia Slough Watershed

**Policy 7.43. Fish passage.** Restore in-stream habitat and improve fish passage within the Columbia Slough, including for salmonids in the lower slough.

**Policy 7.44. Flow constriction removal.** Reduce constriction, such as culverts, in the slough channels, to improve the flow of water and water quality.

**Policy 7.45. Riparian corridors.** Increase the width, quality, and native plant diversity of vegetated riparian buffers along Columbia Slough channels and other drainageways within the watershed, while also managing the slough for flood control.

**Policy 7.46. Sensitive habitats.** Enhance grasslands and wetland habitats in the Columbia Slough, such as those found in the Smith and Bybee Lakes and at the St. Johns Landfill site, to provide habitat for sensitive species, and for wildlife traveling along the Columbia and Willamette river migratory corridors.

**Policy 7.47. Connected rivers habitats.** Enhance upland habitat connections to the Willamette and Columbia rivers.

**Policy 7.48. Contaminated sites.** Ensure that plans and investments are consistent with and advance programs that facilitate the cleanup, reuse, and restoration of contaminated sites that are adjacent, or

that discharge stormwater, to the Columbia Slough.

**Policy 7.49. Portland International Airport.** Protect, restore, and enhance natural resources and functions in the Portland International Airport plan district, as identified in Portland International Airport/Middle Columbia Slough Natural Resources Inventory. Accomplish this through regulations, voluntary strategies, and the implementation of special development standards.

**140. Finding:** Policies 7.43 through 7.49 provide direction regarding the environment and watershed health in the Columbia Slough Watershed. The 13<sup>th</sup> Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies are not applicable.

## Fanno and Tryon Creek Watersheds

**Policy 7.50. Stream connectivity.** Encourage the daylighting of piped portions of Tryon and Fanno creeks and their tributaries.

**Policy 7.51. Riparian and habitat corridors.** Protect and enhance riparian habitat quality and connectivity along Tryon and Fanno creeks and their tributaries. Enhance connections between riparian areas, parks, anchor habitats, and areas with significant tree canopy. Enhance in-stream and upland habitat connections between Tryon Creek State Natural Area and the Willamette River.

**Policy 7.52. Reduced hazard risks.** Reduce the risks of landslides and streambank erosion by protecting trees and vegetation that absorb stormwater, especially in areas with steep slopes or limited access to stormwater infrastructure.

**141. Finding:** Policies 7.50 through 7.52 provide direction regarding habitat and river-related uses in the Fanno and Tryon Creek Watersheds. The 13<sup>th</sup> Amendment does not affect the environmental zones that apply in this area, or other regulations or programs related to habitat or watershed health. These policies are not applicable.

## Johnson Creek Watershed

**Policy 7.53. In-stream and riparian habitat.** Enhance in-stream and riparian habitat and improve fish passage for salmonids along Johnson Creek and its tributaries.

**Policy 7.54. Floodplain restoration.** Enhance Johnson Creek floodplain functions to increase flood-storage capacity, improve water quality, and enhance fish and wildlife habitat.

**Policy 7.55. Connected floodplains, springs, and wetlands.** Enhance hydrologic and habitat connectivity between the Johnson Creek floodplain and its springs and wetlands.

**Policy 7.56. Reduced natural hazards.** Reduce the risks of landslides, streambank erosion and downstream flooding by protecting seeps, springs, trees, vegetation, and soils that absorb stormwater in the East Buttes.

**Policy 7.57. Greenspace network.** Enhance the network of parks, trails, and natural areas near the Springwater Corridor Trail and the East Buttes to enhance habitat connectivity and nature-based recreation in East Portland.

**142. Finding:** Policies 7.53 through 7.57 provide direction regarding the environment and watershed health in the Johnson Creek Watershed. The 13<sup>th</sup> Amendment does not affect the environmental zones that apply in this area or programs related to habitat or watershed health. The amendment also does not amend the Johnson Creek Basin Plan District. These policies are not applicable.

## Chapter 8: Public Facilities and Services

**Goal 8.A: Quality public facilities and services.** High-quality public facilities and services provide Portlanders with optimal levels of service throughout the city, based on system needs and community goals, and in compliance with regulatory mandates.

**Goal 8.B: Multiple benefits.** Public facility and service investments improve equitable service provision, support economic prosperity, and enhance human and environmental health.

**Goal 8.C: Reliability and resiliency.** Public facilities and services are reliable, able to withstand or recover from catastrophic natural and manmade events, and are adaptable and resilient in the face of long-term changes in the climate, economy, and technology.

**Goal 8.D: Public rights-of-way.** Public rights-of-way enhance the public realm and provide a multi-purpose, connected, safe, and healthy physical space for movement and travel, public and private utilities, and other appropriate public functions and uses.

**Goal 8.E: Sanitary and stormwater systems.** Wastewater and stormwater are managed, conveyed, and/or treated to protect public health, safety, and the environment, and to meet the needs of the community on an equitable, efficient, and sustainable basis.

**Goal 8.F: Flood management.** Flood management systems and facilities support watershed health and manage flooding to reduce adverse impacts on Portlanders' health, safety, and property.

**Goal 8.G: Water.** Reliable and adequate water supply and delivery systems provide sufficient quantities of high-quality water at adequate pressures to meet the needs of the community on an equitable, efficient, and sustainable basis.

**Goal 8.H: Parks, natural areas, and recreation.** All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

**Goal 8.I: Public safety and emergency response.** Portland is a safe, resilient, and peaceful community where public safety, emergency response, and emergency management facilities and services are coordinated and able to effectively and efficiently meet community needs.

**Goal 8.J: Solid waste management.** Residents and businesses have access to waste management services and are encouraged to be thoughtful consumers to minimize upstream impacts and avoid generating waste destined for the landfill. Solid waste — including food, yard debris, recyclables, electronics, and construction and demolition debris — is managed, recycled, and composted to ensure the highest and best use of materials.

**Goal 8.K: School facilities.** Public schools are honored places of learning as well as multifunctional neighborhood anchors serving Portlanders of all ages, abilities, and cultures.

**Goal 8.L: Technology and communications.** All Portland residences, businesses, and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

**Goal 8.M: Energy infrastructure and services.** Residents, businesses, and institutions are served by reliable energy infrastructure that provides efficient, low-carbon, affordable energy through decision-making based on integrated resource planning.

**143. Finding:** The policies in this chapter, and these goals, generally address provision of public services, and adequacy of services as it relates to growth and development. The adopted 2035

## Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment Attachment 4 Findings of Fact Report

Comprehensive Plan includes the Citywide Systems Plan (CSP), which was adopted (Ordinance 185657) and acknowledged by LCDC on April 25, 2017. The CSP includes the Public Facilities Plan with information on current and future transportation, water, sanitary sewer, and stormwater infrastructure needs and projects.

These goals and policies are not applicable because the 13<sup>th</sup> Amendment does not propose changes to any of these facilities.

The policy-specific findings below address water, sewer, stormwater, and school facilities.

Transportation facilities are addressed under Chapter 9 (Transportation), below.

### Service provision and urbanization

**Policy 8.1. Urban services boundary.** Maintain an Urban Services Boundary for the City of Portland that is consistent with the regional urban growth policy, in cooperation with neighboring jurisdictions. The Urban Services Boundary is shown on the Comprehensive Plan Map.

**Policy 8.2. Rural, urbanizable, and urban public facility needs.** Recognize the different public facility needs in rural, urbanizable and urban land as defined by the Regional Urban Growth Boundary, the City Urban Services Boundary, and the City Boundaries of Municipal Incorporation. See Figure 8-1 — Urban, Urbanizable, and Rural Lands.

**Policy 8.3. Urban service delivery.** Provide the following public facilities and services at urban levels of service to urban lands within the City's boundaries of incorporation:

- Public rights-of-way, streets, and public trails
- Sanitary sewers and wastewater treatment
- Stormwater management and conveyance
- Flood management
- Protection of the waterways of the state
- Water supply
- Police, fire, and emergency response
- Parks, natural areas, and recreation
- Solid waste regulation

**Policy 8.4. Supporting facilities and systems.** Maintain supporting facilities and systems, including public buildings, technology, fleet, and internal service infrastructure, to enable the provision of public facilities and services.

**Policy 8.5. Planning service delivery.** Provide planning, zoning, building, and subdivision control services within the boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City's Urban Services Boundary.

**144. Finding:** The City Council interprets policies 8.1 through 8.5 provide direction on the provision of public facilities and services and the process of urbanization. The 13<sup>th</sup> Amendment does not include new public facility or infrastructure projects. These policies are not applicable.



## Service coordination

**Policy 8.6. Interagency coordination.** Maintain interagency coordination agreements with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary to ensure effective and efficient service delivery. See Policy 8.3 for the list of services included. Such jurisdictions and agencies include, but may not be limited to:

- Multnomah County for transportation facilities and public safety.
- State of Oregon for transportation and parks facilities and services.
- TriMet for public transit facilities and services.
- Port of Portland for air and marine facilities and services.
- Metro for regional parks and natural areas, and for solid waste, composting, and recycling facilities and transfer stations.
- Gresham, Milwaukie, Clackamas County Service District #1, and Clean Water Services for sanitary sewer conveyance and treatment.
- Multnomah County Drainage District No. 1, Peninsula Drainage District No 1, and Peninsula Drainage District No. 2 for stormwater management and conveyance, and for flood mitigation, protection, and control.
- Rockwood People's Utility District; Sunrise Water Authority; and the Burlington, Tualatin Valley, Valley View, West Slope, Palatine Hill, Alto Park, and Clackamas River Water Districts for water distribution.
- Portland Public Schools and the David Douglas, Parkrose, Reynolds, Centennial, and Riverdale school districts for public education, park, trail, and recreational facilities.

**Policy 8.7. Outside contracts.** Coordinate with jurisdictions and agencies outside of Portland where the City provides services under agreement.

**Policy 8.8. Public service coordination.** Coordinate with the planning efforts of agencies providing public education, public health services, community centers, urban forest management, library services, justice services, energy, and technology and communications services.

**Policy 8.9. Internal coordination.** Coordinate planning and provision of public facilities and services, including land acquisition, among City agencies, including internal service bureaus.

**Policy 8.10. Co-location.** Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and access for historically under-represented and under-served communities.

**145. Finding:** The City Council interprets policies 8.6 through 8.10 provide direction on coordination with neighboring jurisdictions and partner agencies that provide urban public facilities and services within the City of Portland's Urban Services Boundary. The 13<sup>th</sup> Amendment does not include new public facility or infrastructure projects or amendments to public service coordination agreements. These policies are not applicable.

## Service extension

**Policy 8.11. Annexation.** Require annexation of unincorporated urbanizable areas within the City's Urban Services Boundary as a prerequisite to receive urban services.

**Policy 8.12. Feasibility of service.** Evaluate the physical feasibility and cost-effectiveness of extending

urban public services to candidate annexation areas to ensure sensible investment and to set reasonable expectations.

**Policy 8.13. Orderly service extension.** Establish or improve urban public services in newly-annexed areas to serve designated land uses at established levels of service, as funds are available and as responsible engineering practice allows.

**Policy 8.14. Coordination of service extension.** Coordinate provision of urban public services to newly-annexed areas so that provision of any given service does not stimulate development that significantly hinders the City's ability to provide other urban services at uniform levels.

**Policy 8.15. Services to unincorporated urban pockets.** Plan for future delivery of urban services to urbanizable areas that are within the Urban Services Boundary but outside the city limits.

**Policy 8.16. Orderly urbanization.** Coordinate with counties, neighboring jurisdictions, and other special districts to ensure consistent management of annexation requests, and to establish rational and orderly process of urbanization that maximize efficient use of public funds.

**Policy 8.17. Services outside the city limits.** Prohibit City provision of new urban services, or expansion of the capacity of existing services, in areas outside city limits, except in cases where the City has agreements or contracts in place.

**Policy 8.18. Service district expansion.** Prohibit service district expansion or creation within the City's Urban Services Boundary without the City's expressed consent.

**Policy 8.19. Rural service delivery.** Provide the public facilities and services identified in Policy 8.3 in rural areas only at levels necessary to support designated rural residential land uses and protect public health and safety. Prohibit sanitary sewer extensions into rural land and limit other urban services.

**146. Finding:** The City Council interprets policies 8.11 through 8.19 provide direction on extending public services. The 13<sup>th</sup> Amendment does not include new public facility or infrastructure projects or service extensions. These policies are not applicable.

## Public investment

**Policy 8.20. Regulatory compliance.** Ensure public facilities and services remain in compliance with state and federal regulations. Work toward cost-effective compliance with federal and state mandates through intergovernmental coordination and problem solving.

**Policy 8.21. System capacity.** Establish, improve, and maintain public facilities and services at levels appropriate to support land use patterns, densities, and anticipated residential and employment growth, as physically feasible and as sufficient funds are available.

**Policy 8.22. Equitable service.** Provide public facilities and services to alleviate service deficiencies and meet level-of-service standards for all Portlanders, including individuals, businesses, and property owners.

**8.22.a.** In places that are not expected to grow significantly but have existing deficiencies, invest to reduce disparity and improve livability.

**8.22.b.** In places that lack basic public facilities or services and also have significant growth potential, invest to enhance neighborhoods, fill gaps, maintain affordability, and accommodate growth.

**8.22.c.** In places that are not expected to grow significantly and already have access to complete public facilities and services, invest primarily to maintain existing facilities and retain livability.

**8.22.d.** In places that already have access to complete public facilities and services, but also have significant growth potential, invest to fill remaining gaps, maintain affordability, and accommodate growth.

**Policy 8.23. Asset management.** Improve and maintain public facility systems using asset management principles to optimize preventative maintenance, reduce unplanned reactive maintenance, achieve scheduled service delivery, and protect the quality, reliability, and adequacy of City services.

**Policy 8.24. Risk management.** Maintain and improve Portland’s public facilities to minimize or eliminate economic, social, public health and safety, and environmental risks.

**Policy 8.25. Critical infrastructure.** Increase the resilience of high-risk and critical infrastructure through monitoring, planning, maintenance, investment, adaptive technology, and continuity planning.

**Policy 8.26. Capital programming.** Maintain long-term capital improvement programs that balance acquisition and construction of new public facilities with maintenance and operations of existing facilities.

**147. Finding:** The City Council interprets policies 8.20 through 8.26 provide direction on investment priorities for public facilities. The 13<sup>th</sup> Amendment does not include new public facility or infrastructure projects. These policies are not applicable.

## Funding

**Policy 8.27. Cost-effectiveness.** Establish, improve, and maintain the public facilities necessary to serve designated land uses in ways that cost-effectively provide desired levels of service, consider facilities’ lifecycle costs, and maintain the City’s long-term financial sustainability.

**Policy 8.28. Shared costs.** Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services.

**Policy 8.29. System development.** Require private or public entities whose prospective development or redevelopment actions contribute to the need for public facility improvements, extensions, or construction to bear a proportional share of the costs.

**Policy 8.30. Partnerships.** Maintain or establish public and private partnerships for the development, management, or stewardship of public facilities necessary to serve designated land uses, as appropriate.

**148. Finding:** The City Council interprets policies 8.27 through 8.30 provide direction on funding public facilities and services within the City of Portland’s Urban Services Boundary. The 13<sup>th</sup> Amendment does not include new public facility or infrastructure projects. These policies are not applicable.

## Public benefits

**Policy 8.31. Application of Guiding Principles.** Plan and invest in public facilities in ways that promote and balance the Guiding Principles established in The Vision and Guiding Principles of this Comprehensive Plan.

**Policy 8.32. Community benefit agreements.** Encourage the use of negotiated community benefit agreements for large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.

**Policy 8.33. Community knowledge and experience.** Encourage public engagement processes and

strategies for larger public facility projects to include community members in identifying potential impacts, mitigation measures and community benefits.

**Policy 8.34. Resource efficiency.** Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses to meet adopted City goals and targets.

**Policy 8.35. Natural systems.** Protect, enhance, and restore natural systems and features for their infrastructure service and other values.

**Policy 8.36. Context-sensitive infrastructure.** Design, improve, and maintain public rights-of-way and facilities in ways that are compatible with, and that minimize negative impacts on, their physical, environmental, and community context.

**Policy 8.38. Age-friendly public facilities.** Promote public facility designs that make Portland more age-friendly.

**149. Finding:** The City Council interprets policies 8.31 through 8.38 provide direction on the associated public benefits that should be considered in conjunction with investment in public facilities and services within the City of Portland's Urban Services Boundary. The 13<sup>th</sup> Amendment does not include new public facility or infrastructure projects. These policies are not applicable.

## Public rights-of-way

**Policy 8.39. Interconnected network.** Establish a safe and connected rights-of-way system that equitably provides infrastructure services throughout the city.

**Policy 8.40. Transportation function.** Improve and maintain the right-of-way to support multimodal transportation mobility and access to goods and services as is consistent with the designated street classification.

**Policy 8.41. Utility function.** Improve and maintain the right-of-way to support equitable distribution of utilities, including water, sanitary sewer, stormwater management, energy, and communications, as appropriate.

**Policy 8.42. Stormwater management function.** Improve rights-of-way to integrate green infrastructure and other stormwater management facilities to meet desired levels-of-service and economic, social, and environmental objectives.

**Policy 8.43. Trees in rights-of-way.** Integrate trees into public rights-of-way to support City canopy goals, transportation functions, and economic, social, and environmental objectives.

**Policy 8.44. Community uses.** Allow community use of rights-of-way for purposes such as public gathering space, events, or temporary festivals, if the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.

**Policy 8.45. Pedestrian amenities.** Encourage facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right-of-way.

**Policy 8.46. Commercial uses.** Accommodate allowable commercial uses of the rights-of-way for enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way.

**Policy 8.47. Flexible design.** Allow flexibility in right-of-way design and development standards to appropriately reflect the pattern area and other relevant physical, community, and environmental contexts and local needs.

**8.47.a.** Use a variety of transportation resources in developing and designing projects for all City streets, such as the City of Portland’s Pedestrian Design Guide, Bicycle Master Plan- Appendix A, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, Portland Parks and Recreation Trail Design Guidelines, Designing for Truck Movements and Other Large Vehicles, and City of Portland Green Street Policy, Stormwater Management Manual, Design Guide for Public Street Improvements, and Neighborhood Greenways. (TSP objective 8.1.e.).

**Policy 8.48. Corridors and City Greenways.** Ensure public facilities located along Civic Corridors, Neighborhood Corridors, and City Greenways support the multiple objectives established for these corridors.

**Policy 8.49. Coordination.** Coordinate the planning, design, development, improvement, and maintenance of public rights-of-way among appropriate public agencies, private providers, and adjacent landowners.

**8.49.a.** Coordination efforts should include the public facilities necessary to support the uses and functions of rights-of-way, as established in policies 8.40 to 8.46.

**8.49.b.** Coordinate transportation and stormwater system plans and investments, especially in unimproved or substandard rights-of-way, to improve water quality, public safety, including for pedestrians and bicyclists, and neighborhood livability.

**Policy 8.50. Undergrounding.** Encourage undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in centers and along Civic Corridors.

**Policy 8.51. Right-of-way vacations.** Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in policies 8.40 to 8.46.

**Policy 8.52. Rail rights-of-way.** Preserve existing and abandoned rail rights-of-way for future rail or public trail uses.

**150. Finding:** The City Council interprets policies 8.39 through 8.52 to apply to new public facilities, uses, or infrastructure projects in the right-of-way; and right of way vacations. The 13<sup>th</sup> Amendment does not include new public facility, uses, or infrastructure projects in the right-of-way. These policies are not applicable.

## Trails

**Policy 8.53. Public trails.** Establish, improve, and maintain a citywide system of public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.

**Policy 8.54. Trail system connectivity.** Plan, improve, and maintain the citywide trail system so that it connects and improves access to Portland’s neighborhoods, commercial areas, employment centers, schools, parks, natural areas, recreational facilities, regional destinations, the regional trail system, and other key places that Portlanders access in their daily lives.

**Policy 8.55. Trail coordination.** Coordinate planning, design, improvement, and maintenance of the trail system among City agencies, other public agencies, non-governmental partners, and adjacent landowners.

**Policy 8.56. Trail diversity.** Allow a variety of trail types to reflect a trail’s transportation and recreation roles, requirements, and physical context.

**Policy 8.57. Public access requirements.** Require public access and improvement of public trails along the future public trail alignments shown in Figure 8-2 — Future Public Trail Alignments.

**Policy 8.58. Trail and City Greenway coordination.** Coordinate the planning and improvement of trails as part of the City Greenways system.

**Policy 8.59. Trail and Habitat Corridor coordination.** Coordinate the planning and improvement of trails with the establishment, enhancement, preservation, and access to habitat corridors.

**Policy 8.60. Intertwine coordination.** Coordinate with the Intertwine Alliance and its partners, including local and regional parks providers, to integrate Portland’s trail and active transportation network with the bi-state regional trail system.

**151. Finding:** The City Council interprets policies 8.53 through 8.60 to apply to designated trails. The 13<sup>th</sup> Amendment does not impact any trails. These policies are not applicable.

## Sanitary system

**Policy 8.61. Sewer connections.** Require all developments within the city limits to be connected to sanitary sewers unless the public sanitary system is not physically or legally available per City Code and state requirements; or the existing onsite septic system is functioning properly without failure or complaints per City Code and state requirements; and the system has all necessary state and county permits.

**Policy 8.62. Combined sewer overflows.** Provide adequate public facilities to limit combined sewer overflows to frequencies established by regulatory permits.

**Policy 8.63. Sanitary sewer overflows.** Provide adequate public facilities to prevent sewage releases to surface waters as consistent with regulatory permits.

**Policy 8.64. Private sewage treatment systems.** Adopt land use regulations that require any proposed private sewage treatment system to demonstrate that all necessary state and county permits are obtained.

**Policy 8.65. Sewer extensions.** Prioritize sewer system extensions to areas that are already developed at urban densities and where health hazards exist.

**Policy 8.66. Pollution prevention.** Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.

**Policy 8.67. Treatment.** Provide adequate wastewater treatment facilities to ensure compliance with effluent standards established in regulatory permits.

**152. Finding:** The City Council interprets policies 8.61 through 8.67 to apply to the provision of sanitary sewer facilities. Policy 8.61, in particular, applies to development. There are no changes to existing zoning in the ICURA Amendment, so no changes to the planned capacity for the sanitary sewer system. These policies are not applicable.

## Stormwater Systems

**Policy 8.68. Stormwater facilities.** Provide adequate stormwater facilities for conveyance, flow control, and pollution reduction.

**Policy 8.69. Stormwater as a resource.** Manage stormwater as a resource for watershed health and public use in ways that protect and restore the natural hydrology, water quality, and habitat of Portland’s watersheds.

**Policy 8.70. Natural systems.** Protect and enhance the stormwater management capacity of natural resources such as rivers, streams, creeks, drainageways, wetlands, and floodplains.

**Policy 8.71. Green infrastructure.** Promote the use of green infrastructure, such as natural areas, the urban forest, and landscaped stormwater facilities, to manage stormwater.

**Policy 8.72. Stormwater discharge.** Avoid or minimize the impact of stormwater discharges on the water and habitat quality of rivers and streams.

**Policy 8.73. On-site stormwater management.** Encourage on-site stormwater management, or management as close to the source as practical, through land use decisions and public facility investments.

**Policy 8.74. Pollution prevention.** Coordinate policies, programs, and investments with partners to prevent pollutants from entering the stormwater system by managing point and non-point pollution sources through public and private facilities, local regulations, and education.

**Policy 8.75. Stormwater partnerships.** Provide stormwater management through coordinated public and private facilities, public-private partnerships, and community stewardship.

**153. Finding:** The City Council interprets policies 8.68 through 8.75 to apply to the provision of stormwater facilities. Stormwater is conveyed through the combined sewer system, pipes, ditches, or drainageways to streams and rivers. In some cases, stormwater is managed in detention facilities, other vegetated facilities, or allowed to infiltrate in natural areas. The Citywide Systems Plan includes projects to address facilities needed for conveyance, flow control and pollution reduction. Development of new buildings on sites will be required to comply with Title 17, and the Stormwater Management Manual, which will require incorporation of features to detain and delay the release of stormwater during rain events, and remove pollutants. There are no changes to existing zoning in the 13<sup>th</sup> Amendment, so no changes to the planned capacity for the storm water system. These policies are not applicable.

## **Flood management**

**Policy 8.76. Flood management.** Improve and maintain the functions of natural and managed drainageways, wetlands, and floodplains to protect health, safety, and property, provide water conveyance and storage, improve water quality, and maintain and enhance fish and wildlife habitat.

**Policy 8.77. Floodplain management.** Manage floodplains to protect and restore associated natural resources and functions and to minimize the risks to life and property from flooding.

**Policy 8.78. Flood management facilities.** Establish, improve, and maintain flood management facilities to serve designated land uses through planning, investment and regulatory requirements.

**Policy 8.79. Drainage district coordination.** Coordinate with drainage districts that provide stormwater management, conveyance, and flood mitigation, protection, and control services within the City's Urban Services Boundary.

**Policy 8.80. Levee coordination.** Coordinate plans and investments with special districts and agencies responsible for managing and maintaining certification of levees along the Columbia River.

**154. Finding.** The City Council interprets policies 8.76 through 8.80 to apply to the management of floodplains. The 13<sup>th</sup> Amendment makes no changes to any floodplain designations. These policies are not applicable.

## Water systems

**Policy 8.81. Primary supply source.** Protect the Bull Run watershed as the primary water supply source for Portland.

**Policy 8.82. Bull Run protection.** Maintain a source-protection program and practices to safeguard the Bull Run watershed as a drinking water supply.

**Policy 8.83. Secondary supply sources.** Protect, improve, and maintain the Columbia South Shore wellfield groundwater system, the Powell Valley wellfield groundwater system, and any other alternative water sources designated as secondary water supplies.

**Policy 8.84. Groundwater wellfield protection.** Maintain a groundwater protection program and practices to safeguard the Columbia South Shore wellfield and the Powell Valley wellfield as drinking water supplies.

**Policy 8.85. Water quality.** Maintain compliance with state and federal drinking water quality regulations.

**Policy 8.86. Storage.** Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability.

**Policy 8.87. Fire protection.** Provide adequate water facilities to serve the fire protection needs of all Portlanders and businesses.

**Policy 8.88. Water pressure.** Provide adequate water facilities to maintain water pressure in order to protect water quality and provide for the needs of customers.

**Policy 8.89. Water efficiency.** Reduce the need for additional water facility capacity and maintain compliance with state water resource regulations by encouraging efficient use of water by customers within the city.

**Policy 8.90. Service interruptions.** Maintain and improve water facilities to limit interruptions in water service to customers.

**Policy 8.91. Outside user contracts.** Coordinate long-term water supply planning and delivery with outside-city water purveyors through long-term wholesale contracts.

155. The City Council interprets policies 8.81 through 8.91 to apply to the provision of water service. Primarily these policies govern how the City manages its water system and are not applicable to development. There are no changes to existing zoning in the 13<sup>th</sup> Amendment, so no changes to the planned capacity for the water system. These policies are not applicable.

## Parks and recreation

**Policy 8.92. Acquisition, development, and maintenance.** Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city's current and future population based on identified level-of-service standards and community needs.

**Policy 8.93. Service equity.** Invest in acquisition and development of parks and recreation facilities in areas where service-level deficiencies exist.

**Policy 8.94. Capital programming.** Maintain a long-range park capital improvement program, with criteria that considers acquisition, development, and operations; provides opportunities for public input; and emphasizes creative and flexible financing strategies.



**Policy 8.95. Park planning.** Improve parks, recreational facilities, natural areas, and the urban forest in accordance with current master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input.

**Policy 8.96. Recreational trails.** Establish, improve, and maintain a complete and connected system of public recreational trails, consistent with Portland Parks & Recreation’s trail strategy.

**Policy 8.97. Natural resources.** Preserve, enhance, and manage City-owned natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and to provide compatible public access.

**Policy 8.98. Urban forest management.** Manage urban trees as green infrastructure with associated ecological, community, and economic functions, through planning, planting, and maintenance activities, education, and regulation.

**Policy 8.99. Recreational facilities.** Provide a variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities.

**Policy 8.100. Self-sustaining Portland International Raceway (PIR).** Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.

**Policy 8.101. Self-sustaining and inclusive golf facilities.** Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and disk golf.

**Policy 8.102. Specialized recreational facilities.** Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.

**Policy 8.103. Public-private partnerships.** Encourage public-private partnerships to develop and operate publicly-accessible recreational facilities that meet identified public needs.

**156. Finding:** The City Council interprets policies 8.92 through 8.103 to primarily address City-owned parks and natural areas and not development on private land. The 13<sup>th</sup> Amendment does not change current parks and recreation programs. Therefore, these policies are not applicable.

## **Public safety and emergency response**

**Policy 8.104. Emergency preparedness, response, and recovery coordination.** Coordinate land use plans and public facility investments between City bureaus, other public and jurisdictional agencies, businesses, community partners, and other emergency response providers, to ensure coordinated and comprehensive emergency and disaster risk reduction, preparedness, response, and recovery.

**Policy 8.105. Emergency management facilities.** Provide adequate public facilities – such as emergency coordination centers, communications infrastructure, and dispatch systems – to support emergency management, response, and recovery.

**Policy 8.106. Police facilities.** Improve and maintain police facilities to allow police personnel to efficiently and effectively respond to public safety needs and serve designated land uses.

**Policy 8.107. Community safety centers.** Establish, coordinate, and co-locate public safety and other community services in centers.

**Policy 8.108. Fire facilities.** Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that meets or exceeds minimum established service levels.

**Policy 8.109. Mutual aid.** Maintain mutual aid coordination with regional emergency response providers as appropriate to protect life and ensure safety.

**Policy 8.110. Community preparedness.** Enhance community preparedness and capacity to prevent, withstand, and recover from emergencies and natural disasters through land use decisions and public facility investments.

**Policy 8.111. Continuity of operations.** Maintain and enhance the City's ability to withstand and recover from natural disasters and human-made disruptions in order to minimize disruptions to public services.

**157. Finding:** The City Council interprets policies 8.104 through 8.111 to address the provision of public safety and emergency response services and not development on private land. The 13<sup>th</sup> Amendment does not change the provision of public safety and emergency response services. These policies are not applicable.

### **Solid waste management**

**Policy 8.112. Waste management.** Ensure land use programs, rights-of-way regulations, and public facility investments allow the City to manage waste effectively and prioritize waste management in the following order: waste reduction, recycling, anaerobic digestion, composting, energy recovery, and then landfill.

**158. Finding:** The City Council interprets this policy to address the provision of waste management services and not development on private land. The changes being made by the 13<sup>th</sup> Amendment do not impact these waste management services. These policies are not applicable.

### **School facilities**

**Policy 8.113. School district capacity.** Consider the overall enrollment capacity of a school district – as defined in an adopted school facility plan that meets the requirements of Oregon Revised Statute 195 – as a factor in land use decisions that increase capacity for residential development.

**Policy 8.114. Facilities Planning.** Facilitate coordinated planning among school districts and City bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to most up-to-date growth forecasts.

**159. Finding:** David Douglas School District (DDSD) is the only school district in Portland with an adopted school facility plan. Its enrollment boundary covers much of East Portland. These policies are not applicable as they are not in the 13<sup>th</sup> Amendment Area.

**Policy 8.115. Co-location.** Encourage public school districts, Multnomah County, the City of Portland, and other providers to co-locate facilities and programs in ways that optimize service provision and intergenerational and intercultural use.

**Policy 8.116. Community use.** Encourage public use of public school grounds for community purposes while meeting educational and student safety needs and balancing impacts on surrounding neighborhoods.

**Policy 8.117. Recreational use.** Encourage publicly-available recreational amenities (e.g. athletic fields, green spaces, community gardens, and playgrounds) on public school grounds for public recreational

use, particularly in neighborhoods with limited access to parks.

**Policy 8.118. Schools as emergency aid centers.** Encourage the use of seismically-safe school facilities as gathering and aid-distribution locations during natural disasters and other emergencies.

**Policy 8.119. Facility adaptability.** Ensure that public schools may be upgraded to flexibly accommodate multiple community-serving uses and adapt to changes in educational approaches, technology, and student needs over time.

**Policy 8.120. Leverage public investment.** Encourage City public facility investments that complement and leverage local public school districts' major capital investments.

**Policy 8.121. School access.** Encourage public school districts to consider the ability of students to safely walk and bike to school when making decisions about the site locations and attendance boundaries of schools.

**Policy 8.122. Private institutions.** Encourage collaboration with private schools and educational institutions to support community and recreational use of their facilities.

**160. Finding:** The City Council interprets policies 8.115 through 8.122 to address school facilities and school sites. The 13<sup>th</sup> Amendment does not propose projects that address school facilities and sites. These policies are not applicable.

## Technology and communications

**Policy 8.123. Technology and communication systems.** Maintain and enhance the City's technology and communication facilities to ensure public safety, facilitate access to information, and maintain City operations.

**Policy 8.124. Equity, capacity, and reliability.** Encourage plans and investments in technology and communication infrastructure to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and to provide innovative high-performance, reliable service for Portland's residents and businesses.

**161. Finding:** The City Council interprets policies 8.123 and 8.124 to address the provision technology and communication services and not development on private land. These policies are not applicable.

## Energy infrastructure

**Policy 8.125. Energy efficiency.** Promote efficient and sustainable production and use of energy resources by residents and businesses, including low-carbon renewable energy sources, district energy systems, and distributed generation, through land use plans, zoning, and other legislative land use decisions.

**Policy 8.126. Coordination.** Coordinate with energy providers to encourage investments that ensure reliable, equitable, efficient, and affordable energy for Portland residents and businesses.

**162. Finding:** The 13<sup>th</sup> Amendment does not amend the sections of the zoning code that regulate the production of energy or other types of energy infrastructure and do not affect coordination efforts. These policies are not applicable.

## Chapter 9 Transportation

**GOAL 9.A: Safety.** Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation will be used to eliminate traffic-related fatalities and serious injuries from Portland's transportation system.

**Goal 9.B: Multiple goals.** Portland's transportation system is funded and maintained to achieve multiple goals and measurable outcomes for people and the environment. The transportation system is safe, complete, interconnected, multimodal, and fulfills daily needs for people and businesses.

**GOAL 9.C: Great places.** Portland's transportation system enhances quality of life for all Portlanders, reinforces existing neighborhoods and great places, and helps make new great places in town centers, neighborhood centers and corridors, and civic corridors.

**GOAL 9.D: Environmentally sustainable.** The transportation system increasingly uses active transportation, renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders' reliance on private vehicles.

**GOAL 9.E: Equitable transportation.** The transportation system provides all Portlanders options to move about the city and meet their daily needs by using a variety of safe, efficient, convenient, and affordable modes of transportation. Transportation investments are responsive to the distinct needs of each community.

**GOAL 9.F: Positive health outcomes.** The transportation system promotes positive health outcomes and minimizes negative impacts for all Portlanders by supporting active transportation, physical activity, and community and individual health.

**GOAL 9.G: Opportunities for prosperity.** The transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains Portland's role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities. The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.

**GOAL 9.H. Cost Effectiveness.** The City analyzes and prioritizes capital and operating investments to cost effectively achieve the above goals while responsibly managing and protecting our past investments in existing assets.

**GOAL 9.I. Airport Futures.** Promote a sustainable airport (Portland International Airport [PDX]) by meeting the region's air transportation needs without compromising livability and quality of life for future generations.

**163. Finding:** The City Council generally interprets the goals and the policies of Chapter 9 to address transportation improvements, programming, funding priorities and maintenance and not development on private land. There are no changes to the zoning nor comprehensive plan map, and no proposed changes to the transportation system or the Transportation Systems Plan, so these policies are not applicable to the 13<sup>th</sup> Amendment.

## Designing and planning

**Policy 9.1. Street design classifications.** Maintain and implement street design classifications consistent with land use plans, environmental context, urban design pattern areas, and the Neighborhood Corridor and Civic Corridor Urban Design Framework designations.

**Policy 9.2. Street policy classifications.** Maintain and implement street policy classifications for pedestrian, bicycle, transit, freight, emergency vehicle, and automotive movement, while considering access for all modes, connectivity, adjacent planned land uses, and state and regional requirements.

**9.2.a.** Designate district classifications that emphasize freight mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement.

**9.2.b.** Designate district classifications that give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, neighborhood centers, and transit station areas.

**9.2.c.** Designate district classifications that give priority to bicycle access and mobility in areas where high levels of bicycle activity exist or are planned, including Downtown, the River District, Lloyd District, Gateway Regional Center, town centers, neighborhood centers, and transit station areas.

**Policy 9.3. Transportation System Plan.** Maintain and implement the Transportation System Plan (TSP) as the decision-making tool for transportation-related projects, policies, programs, and street design.

**Policy 9.4. Use of classifications.** Plan, develop, implement, and manage the transportation system in accordance with street design and policy classifications outlined in the Transportation System Plan.

**9.4.a.** Classification descriptions are used to describe how streets should function for each mode of travel, not necessarily how they are functioning at present.

**164. Finding:** Policies 9.1 through 9.4 provide direction regarding transportation system classifications and the Transportation System Plan. The 13<sup>th</sup> Amendment does not change the functional classification of any existing or proposed transportation facility, nor do they change the standards implementing a functional classification system. These policies are not applicable.

**Policy 9.5. Mode share goals and Vehicle Miles Travelled (VMT) reduction.** Increase the share of trips made using active and low-carbon transportation modes. Reduce VMT to achieve targets set in the most current Climate Action Plan and Transportation System Plan, and meet or exceed Metro's mode share and VMT targets.

**165. Finding:** The 13<sup>th</sup> Amendment does not change mode share goals or vehicle miles traveled except by proving funding for development near a light rail system. These policies are not applicable.

**Policy 9.6. Transportation strategy for people movement.** Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions per the following ordered list:

1. Walking

2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles

When implementing this prioritization ensure that:

- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users.
- All users' needs are balanced with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Policy-based rationale is provided if modes lower in the ordered list are prioritized.

**Policy 9.7. Moving goods and delivering services.** In tandem with people movement, maintain efficient and reliable movement of goods and services as a critical transportation system function. Prioritize freight system reliability improvements over single-occupancy vehicle mobility where there are solutions that distinctly address those different needs.

**Policy 9.8. Affordability.** Improve and maintain the transportation system to increase access to convenient and affordable transportation options for all Portlanders, especially those who have traditionally been under-served or under-represented or have historically borne unequal burdens.

**Policy 9.9. Accessible and age-friendly transportation system.** Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.

**Policy 9.10. Geographic policies.** Adopt geographically-specific policies in the Transportation System Plan to ensure that transportation infrastructure reflects the unique topography, historic character, natural features, system gaps, economic needs, demographics, and land uses of each area. Use the Pattern Areas identified in Chapter 3: Urban Form as the basis for area policies.

**9.10.a.** Refer to adopted area plans for additional applicable geographic objectives related to transportation. Land use, development, and placemaking

**166. Finding:** Policies 9.6 through 9.10 provide direction regarding planning for the transportation system. These policies address the design and planning of transportation facilities and not development on private land. These policies are not applicable.

## Land use, development, and placemaking

**Policy 9.11. Land use and transportation coordination.** Implement the Comprehensive Plan Map and the Urban Design Framework through coordinated long-range transportation and land use planning. Ensure that street policy and design classifications and land uses complement one another.

**Policy 9.12. Growth strategy.** Use street design and policy classifications to support Goals 3A-3G in Chapter 3: Urban Form. Consider the different design contexts and transportation functions in Town

Centers, Neighborhood Centers, Neighborhood Corridors, Employment Areas, Freight Corridors, Civic Corridors, Transit Station Areas, and Greenways.

**Policy 9.13. Development and street design.** Evaluate adjacent land uses to help inform street classifications in framing, shaping, and activating the public space of streets. Guide development and land use to create the kinds of places and street environments intended for different types of streets.

**167. Finding:** The 13<sup>th</sup> Amendment does not change the functional classification of any existing or proposed transportation facility, nor do they change the standards implementing a functional classification system. These policies are not applicable.

## Streets as public spaces

**Policy 9.14. Streets for transportation and public spaces.** Integrate both placemaking and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

**Policy 9.15. Repurposing street space.** Encourage repurposing street segments that are not critical for transportation connectivity to other community purposes.

**Policy 9.16. Design with nature.** Promote street alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.

**168. Finding:** Policies 9.14 through 9.16 address the design and use of public streets and not development on private land. The 13<sup>th</sup> Amendment does not change any of these policies. These policies are not applicable.

## Modal policies

**Policy 9.17. Pedestrian transportation.** Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit.

**Policy 9.18. Pedestrian networks.** Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment.

**Policy 9.19. Pedestrian safety and accessibility.** Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities.

**Policy 9.20. Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less.

**Policy 9.21. Accessible bicycle system.** Create a bicycle transportation system that is safe, comfortable, and accessible to people of all ages and abilities.

**Policy 9.22. Public transportation.** Coordinate with public transit agencies to create conditions that make transit the preferred mode of travel for trips that are longer than 3 miles or shorter trips not made by walking or bicycling.

**Policy 9.23. Transportation to job centers.** Promote and enhance transit to be more convenient and economical than the automobile for people travelling more than three miles to and from the Central City and Gateway. Enhance regional access to the Central City and access from Portland to other regional job centers.

**Policy 9.24. Transit service.** In partnership with TriMet, develop a public transportation system that

conveniently, safely, comfortably, and equitably serves residents and workers 24 hours a day, 7 days a week.

**Policy 9.25. Transit equity.** In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

**9.25.a.** Support a public transit system and regional transportation that address the transportation needs of historically marginalized communities and provide increased mobility options and access.

**Policy 9.26. Transit funding.** Consider funding strategies and partnership opportunities that improve access to and equity in transit service, such as raising Metro-wide funding to improve service and decrease user fees/fares.

**Policy 9.27. Transit service to centers and corridors.** Use transit investments to shape the city's growth and increase transit use. In partnership with TriMet and Metro, maintain, expand, and enhance Portland Streetcar, frequent service bus, and high-capacity transit, to better serve centers and corridors with the highest intensity of potential employment and household growth.

**9.27.a.** Locate major park-and-ride lots only where transit ridership is increased significantly, vehicle miles traveled are reduced, transit-supportive development is not hampered, bus service is not available or is inadequate, and the surrounding area is not negatively impacted.

**Policy 9.28. Intercity passenger service.** Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to Seattle and Vancouver, BC.

**Policy 9.29. Regional trafficways and transitways.** Maintain capacity of regional transitways and existing regional trafficways to accommodate through-traffic.

**Policy 9.30. Multimodal goods movement.** Develop, maintain, and enhance a multimodal freight transportation system for the safe, reliable, sustainable, and efficient movement of goods within and through the city.

**Policy 9.31. Economic development and industrial lands.** Ensure that the transportation system supports traded sector economic development plans and full utilization of prime industrial land, including brownfield redevelopment.

**Policy 9.32. Multimodal system and hub.** Maintain Portland's role as a multimodal hub for global and regional movement of goods. Enhance Portland's network of multimodal freight corridors.

**Policy 9.33. Freight network.** Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems. Ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.

**Policy 9.34. Sustainable freight system.** Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts. Encourage the use of energy efficient and clean delivery vehicles, and manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to



homes and businesses.

**Policy 9.35. Freight rail network.** Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network.

**Policy 9.36. Portland Harbor.** Coordinate with the Port of Portland, private stakeholders, and regional partners to improve and maintain access to marine terminals and related river dependent uses in Portland Harbor.

**9.36.a.** Support continued reinvestment in, and modernization of, marine terminals in Portland Harbor.

**9.36.b.** Facilitate continued maintenance of the shipping channels in Portland Harbor and the Columbia River.

**9.36.c.** Support more long-distance, high-volume movement of goods to river and oceangoing ships and rail.

**Policy 9.37. Portland Heliport.** Maintain Portland's Heliport functionality in the Central City.

**Policy 9.38. Automobile transportation.** Maintain acceptable levels of mobility and access for private automobiles while reducing overall vehicle miles traveled (VMT) and negative impacts of private automobiles on the environment and human health.

**Policy 9.39. Automobile efficiency.** Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of options such as car-share, carpool, and taxi.

**Policy 9.40. Emergency response.** Maintain a network of accessible emergency response streets to facilitate safe and expedient emergency response and evacuation. Ensure that police, fire, ambulance, and other emergency providers can reach their destinations in a timely fashion, without negatively impacting traffic calming and other measures intended to reduce crashes and improve safety.

**169. Finding:** Policies 9.17 through 9.40 primarily address the design and use of transportation infrastructure, and the goal of developing a more multimodal system. The projects being implemented in the 13<sup>th</sup> Amendment will use the existing transportation infrastructure and do not involve changes to the current zoning of the parcels. These policies are not applicable.

## **Airport Futures**

**Policy 9.41. Portland International Airport.** Maintain the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy.

**Policy 9.42. Airport regulations.** Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District.

**9.42.a.** Prohibit the development of a potential third parallel runway at PDX unless need for its construction is established through a transparent, thorough, and regional planning process.

**9.42.b.** Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.

**9.42.c.** Support the Port of Portland’s Wildlife Hazard Management Plan by implementing airport-specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft.

**Policy 9.43. Airport partnerships.** Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility. Support an ongoing public advisory committee for PDX to:

**9.43.a.** Support meaningful and collaborative public dialogue and engagement on airport related planning and development.

**9.43.b.** Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland, and other jurisdictions/organizations in the region.

**9.43.c.** Raise public knowledge about PDX and impacted communities.

**Policy 9.44. Airport investments.** Ensure that new development and redevelopment of airport facilities supports the City’s and the Port’s sustainability goals and policies, and is in accordance with Figure 9-3 — Portland International Airport. Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration’s airport design criteria.

**170. Finding:** Policies 9.41 through 9.44 provide policy direction related to Portland International Airport. The 13<sup>th</sup> Amendment does not change the Portland International Airport Plan District. These policies are not applicable.

## System management

**Policy 9.45. System management.** Give preference to transportation improvements that use existing roadway capacity efficiently and that improve the safety of the system for all users.

**9.45.a.** Support regional equity measures for transportation system evaluation.

**Policy 9.46. Traffic management.** Evaluate and encourage traffic speed and volume to be consistent with street classifications and desired land uses to improve safety, preserve and enhance neighborhood livability, and meet system goals of calming vehicle traffic through a combination of enforcement, engineering, and education efforts.

**9.46.a.** Use traffic calming tools, traffic diversion and other available tools and methods to create and maintain sufficiently low automotive volumes and speeds on neighborhood greenways to ensure comfortable cycling environment on the street.

**Policy 9.47. Connectivity.** Establish an interconnected, multimodal transportation system to serve centers and other significant locations. Promote a logical, direct, and connected street system through street spacing guidelines and district-specific street plans found in the Transportation System Plan, and prioritize access to specific places by certain modes in accordance with policies 9.6 and 9.7.

**9.47.a.** Develop conceptual master street plans for areas of the City that have significant amounts of vacant or underdeveloped land and where the street network does not meet City and Metro connectivity guidelines.

**9.47.b.** As areas with adopted Street Plans develop, provide connectivity for all modes by developing the streets and accessways as shown on the Master Street Plan Maps in the Comprehensive Plan.

**9.47.c.** Continue to provide connectivity in areas with adopted Street Plans for all modes of travel by developing public and private streets as shown on the Master Street Plan Maps in the Comprehensive Plan.

**9.47.d.** Provide street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, or environmental constraints. Where streets must cross over protected water features, provide crossings at an average spacing of 800 to 1000 feet, unless exceptional habitat quality of length of crossing prevents a full street connection.

**9.47.e** Provide bike and pedestrian connections at approximately 330 feet intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers s such as topography, railroads, freeways, or environmental constraints. Bike and pedestrian connections that cross protected water features should have an average spacing of no more than 530 feet, unless exceptional habitat quality or length of connection prevents a connection.

**Policy 9.48 Technology.** Encourage the use of emerging vehicle and parking technology to improve real-time management of the transportation network and to manage and allocate parking supply and demand.

**Policy 9.49 Performance measures.** Establish multimodal performance measures and measures of system completeness to evaluate and monitor the adequacy of transportation services based on performance measures in goals 9.A. through 9.I. Use these measures to evaluate overall system performance, inform corridor and area-specific plans and investments, identify project and program needs, evaluate and prioritize investments, and regulate development, institutional campus growth, zone changes, Comprehensive Plan Map amendments, and conditional uses.

**9.49.a.** Eliminate deaths and serious injuries for all who share Portland streets by 2025.

**9.49.b.** Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion.

**9.49.c.** By 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average.

**9.49.d.** Establish mode split targets in 2040 Growth Concept areas within the City, consistent with Metro’s targets for these areas.

**9.49.e.** By 2035, increase the mode share of daily non-drive alone trips to 70 percent citywide, and to the following in the five pattern areas:

Pattern Area	2035 daily target mode share
Central City	85%
Inner Neighborhoods	70%
Western Neighborhoods	65%
Eastern Neighborhoods	65%
Industrial and River	55%

**9.49.f.** By 2035, 70 percent of commuters walk, bike, take transit, carpool, or work from home at approximately the following rates:

Mode	Mode Share
Walk	7.5%
Bicycle	25%
Transit	25%
Carpool	10%
Single Occupant Vehicle (SOV)	30% or less
Work at home	10% below the line (calculated outside of the modal targets above)

**9.49.g.** By 2035, reduce Portland’s transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons.

**9.49.h.** By 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%.

**9.49.i.** Develop and use alternatives to the level-of-service measure to improve safety, encourage multimodal transportation, and to evaluate and mitigate maintenance and new trip impacts from new development.

**9.49.j.** Use level-of-service, consistent with Table 9.1, as one measure to evaluate the adequacy of transportation facilities in the vicinity of sites subject to land use review.

**9.49.k.** Maintain acceptable levels of performance on state facilities and the regional arterial and throughway network, consistent with the interim standard in Table 9.2, in the development and adoption of, and amendments to, the Transportation System Plan and in legislative amendments to the Comprehensive Plan Map.

**9.49.l.** In areas identified by Metro that exceed the level-of-service in Table 9.2 and are planned to, but do not currently meet the alternative performance criteria, establish an action plan that does the following:

- Anticipates growth and future impacts of motor vehicle traffic on multimodal travel in the area
- Establishes strategies for mitigating the future impacts of motor vehicles
- Establishes performance standards for monitoring and implementing the action plan.

**Table 9-2: Oregon Metro Interim Deficiency Thresholds and Operating Standards**

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

Location	Standards		
	Mid-Day One- Hour Peak *	PM 2-Hour Peak *	
		1st Hour	2nd Hour
Central City, Gateway, Town Centers, Neighborhood Centers, Station Areas	0.99	1.1	0.99
I-84 (from I-5 to I-205), I-5 North (from Marquam Bridge to Interstate Bridge, OR 99- E (from Lincoln St. to OR 224), US 26 (from I-405 to Sylvan Interchange), I-405	0.99	1.1	0.99
Other Principal Arterial Routes	0.90	0.99	0.99
*The demand-to-capacity ratios in the table are for the highest two consecutive hours of the weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.			

**9.49.m.** Develop performance measures to track progress in creating and maintaining the transportation system.

**Policy 9.50 Regional congestion management.** Coordinate with Metro to establish new regional multimodal mobility standards that prioritize transit, freight, and system completeness.

**9.50.a.** Create a regional congestion management approach, including a market-based system, to price or charge for auto trips and parking, better account for the cost of auto trips, and to more efficiently manage the regional system.

**\*Post Central City:**

**Policy 9.51. Multimodal Mixed-Use Area.** Manage Central City Plan amendments in accordance with the designated Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2. The MMA renders congestion / mobility standards inapplicable to any proposed plan amendments under OAR 660-0012-0060(10).

**\*Pre-Central City:**

**Policy 9.51. Multimodal Mixed-Use Area.** Designate a Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2, which will render state congestion / mobility standards inapplicable to proposed plan amendments under OAR 660-0012-0060(10), subject to ODOT concurrence and execution of an agreement between ODOT and the City of Portland. The agreement should emphasize potential safety and operational impacts.

**171. Finding:** Policies 9.45 through 9.51 generally address the system-wide management of the City's transportation system. Policy 9.49 addresses state and regional system performance standards, and includes standards related to vehicle congestion. The 13<sup>th</sup> Amendment does not change zoning or comprehensive plan designations. These policies are not applicable.

## Transportation Demand Management

**Policy 9.52. Outreach.** Create and maintain TDM outreach programs that work with Transportation Management Associations (TMA), residents, employers, and employees that increase the modal share of walking, bicycling, and shared vehicle trips while reducing private vehicle ownership, parking demand, and drive-alone trips, especially during peak periods.

**Policy 9.53. New development.** Create and maintain TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment. Encourage coordinated area-wide delivery of TDM programs. Monitor and improve the performance of private-sector TDM programs.

**Policy 9.54. Projects and programs.** Integrate TDM information into transportation project and program development and implementation to increase use of new multimodal transportation projects and services.

**172. Finding.** Policies 9.52 through 9.54 provide direction regarding transportation demand management. The City has created TDM financial incentive programs but has elected to only require participation in those programs for larger developments (10 or more units). The 13<sup>th</sup> Amendment does not affect existing TDM outreach programs (e.g. Smart Trips and Safe Routes to Schools) but new households that are accommodated by the increased funding for projects in the Interstate Corridor Urban Renewal Area will benefit from these programs.

## Parking Management

**Policy 9.55. Parking management.** Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality. Implement strategies that reduce demand for new parking and private vehicle ownership, and that help maintain optimal parking occupancy and availability.

**Policy 9.56. Curb Zone.** Recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. Evaluate whether, when, and where parking is the highest and best use of this public space in support of broad City policy goals and local land use context. Establish thresholds to utilize parking management and pricing tools in areas with high parking demand to ensure adequate on-street parking supply during peak periods.

**Policy 9.57. On-street parking.** Manage parking and loading demand, supply, and operations in the public right of way to achieve mode share objectives, and to encourage safety, economic vitality, and livability. Use transportation demand management and pricing of parking in areas with high parking demand.

**Policy 9.58. Off-street parking.** Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand.

**Policy 9.59. Share space and resources.** Encourage the shared use of parking and vehicles to maximize

the efficient use of limited urban space.

**Policy 9.60. Cost and price.** Recognize the high public and private cost of parking by encouraging prices that reflect the cost of providing parking and balance demand and supply. Discourage employee and resident parking subsidies.

**173. Finding:** Policies 9.55 and 9.58 address parking management and off-street parking.

These policies direct us to consider mode share objectives, promote compact and walkable urban form, and encourage lower rates of car ownership. The 13<sup>th</sup> Amendment does not change these provisions, therefore these policies are not applicable.

**Policy 9.61. Bicycle parking.** Promote the development of new bicycle parking facilities including dedicated bike parking in the public right-of-way. Provide sufficient bicycle parking at high-capacity transit stations to enhance bicycle connection opportunities. Require provision of adequate off-street bicycle parking for new development and redevelopment. Encourage the provision of parking for different types of bicycles. In establishing the standards for long-term bicycle parking, consider the needs of persons with different levels of ability.

**174. Finding:** Changes to the Bicycle Parking Code, including changes that apply to institutional uses were made in a separate ordinance that was adopted by City Council in 2019. This policy is not applicable because the 13<sup>th</sup> Amendment does not include any changes to the bicycle parking regulations.

## Finance, programs, and coordination

**Policy 9.62. Coordination.** Coordinate with state and federal agencies, local and regional governments, special districts, other City bureaus, and providers of transportation services when planning for, developing, and funding transportation facilities and services.

**Policy 9.63. New development impacts.** Prevent, reduce, and mitigate the impacts of new development and redevelopment on the transportation system. Utilize strategies including transportation and parking demand management, transportation system analysis, and system and local impact mitigation improvements and fees.

**175. Finding:** The planning and comprehensive plan designations are not changing as a result of the 13<sup>th</sup> Amendment. The 13<sup>th</sup> Amendment is consistent with these policies because new development impacts are unlikely to exceed those already planned for.

**Policy 9.64. Education and encouragement.** Create, maintain, and coordinate educational and encouragement programs that support multimodal transportation and that emphasize safety for all modes of transportation. Ensure that these programs are accessible to historically under-served and under-represented populations.

**Policy 9.65. Telecommuting.** Promote telecommuting and the use of communications technology to reduce travel demand.

**Policy 9.66. Project and program selection criteria.** Establish transportation project and program selection criteria consistent with goals 9A through 9I, to cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity, and safety goals.

**Policy 9.67. Funding.** Encourage the development of a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.

- 176. Finding:** Policies 9.64 through 9.67 address the funding and management of the City’s transportation system and programs and not development on private land. The 13<sup>th</sup> Amendment does not change the system development charges for new housing units. These policies are not applicable.

## Connected and Automated Vehicles

**Policy 9.68. New mobility priorities and outcomes.** Facilitate new mobility vehicles and services with the lowest climate and congestion impacts and greatest equity benefits; with priority to vehicles that are fleet/shared ownership, fully automated, electric and, for passenger vehicles, shared by multiple passengers (known by the acronym FAVES). Develop and implement strategies for each following topic.

**9.68.a.** Ensure that all new mobility vehicles and services and levels of automated vehicles advance Vision Zero by operating safely for all users, especially for vulnerable road users. Require adequate insurance coverage for operators, customers, and the public-at-large by providers of new mobility vehicles and services.

**9.68.b.** Ensure that new mobility vehicles and services improve active transportation and shared ride travel time reliability and system efficiency by:

1. maintaining or reducing the number of vehicle trips during peak congestion periods;
2. reducing low occupancy vehicle trips during peak congestion periods;
3. paying for use of, and impact on, Portland’s transportation system including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency; and
4. supporting and encouraging use of public transportation.

**9.68.c.** Cut vehicle carbon pollution by reducing low occupancy “empty miles” traveled by passenger vehicles with zero or one passengers. Prioritize vehicles and services with the least climate pollution, and electric and other zero direct emission vehicles operated by fleets and carrying multiple passengers.

**9.68.d.** Make the benefits of new mobility available on an equitable basis to all segments of the community while ensuring traditionally disadvantaged communities are not disproportionately hurt by new mobility vehicles and services. This includes people with disabilities, as well as communities of color, women, and geographically underserved communities.

**9.68.e** Identify, prevent, and mitigate potential adverse impacts from new mobility vehicles and services.

**Policy 9.69. New mobility tools.** Use a full range of tools to ensure that new mobility vehicles and services and private data communications devices installed in the City right of way contribute to achieving Comprehensive Plan and Transportation System Plan goals and policies.

**9.69.a.** Maintain City authority to identify and develop appropriate data sharing requirements to inform and support safe, efficient, and effective management of the transportation system. Ensure that when new mobility vehicles and services use City rights-of-way or when vehicles connect with smart infrastructure within the City they share information including, but not limited to, vehicle type, occupancy, speed, travel routes, and travel times, crashes and citations,



with appropriate privacy controls. Ensure that private data communications devices installed in the City right of way are required to share anonymized transportation data.

**9.69.b.** Design and manage the mobility zone, curb/flex zone, and traffic control devices, e.g. to limit speeds to increase safety, to minimize cut-through traffic, evaluate future demand for pick-up and drop-off zones, and to prioritize automated electric vehicles carrying more passengers in congested times and locations;

**9.69.c.** Evaluate the public cost and benefit of investments in wayside communication systems serving new mobility vehicles and services.

**9.69.d.** Develop sustainable user-pays funding mechanisms to support new mobility vehicle infrastructure and service investments, transportation system maintenance, and efficient system management.

**9.69.e.** Ensure that new mobility vehicles and vehicles that connect to smart City infrastructure, and private data communications devices installed in the City right of way, help pay for infrastructure and service investments, and support system reliability and efficiency. Develop a tiered pricing structure that reflects vehicle and service impacts on the transportation system, including factors such as congestion level, carbon footprint, vehicle miles traveled, vehicle occupancy, and vehicle energy efficiency.

**177. Finding:** Policies 9.68 and 9.69 address the management of automated vehicles and not development on private land. These policies are not applicable.

## Chapter 10: Land Use Designations and Zoning

**Goal 10.A: Land use designations and zoning.** Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map, and the Zoning Code.

**178. Finding:** The 13<sup>th</sup> Amendment does not include zoning map changes. This policy is not applicable.

### Land use designations

**Policy 10.1. Land use designations.** Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies. The land use designations are shown on the adopted Land Use Map and on official Zoning Maps.

**179. Finding:** The 13<sup>th</sup> Amendment does not include zoning map changes. This policy is not applicable.

### The Zoning Map and the Zoning Code

**Policy 10.2. Relationship of land use designations to base zones.** Apply a base zone to all land and water within the City's urban services boundary. The base zone applied must either be a zone that corresponds to the land use designation or be a zone that does not correspond but is allowed per Figure 10-1 — Corresponding and Less-Intense Zones for Each Plan Map Designation. In some situations, there are long-term or short-term obstacles to achieving the level of development intended by the land use designation (e.g., an infrastructure improvement to serve the higher level of development is planned but not yet funded). In these situations, a less intense zone (listed in Figure 10-1) may be applied. When a land use designation is amended, the zone may also have to be changed to a corresponding zone or a zone that does not correspond but is allowed.

**180. Finding:** The 13<sup>th</sup> Amendment does not include zoning changes. This policy is not applicable.

### Policy 10.3. Amending the Zoning Map.

**10.3.a.** Amending a base zone may be done legislatively or quasi-judicially.

**10.3.b.** When amending a base zone quasi-judicially, the amendment must be to a corresponding zone (*see Figure 10-1 — Corresponding and Allowed Zones for Each Land Use Designation*). When a designation has more than one corresponding zone, the most appropriate zone, based on the purpose of the zone and the zoning and general land uses of surrounding lands, will be applied.

**10.3.c.** When amending a base zone legislatively, the amendment may be to a corresponding zone or to a zone that does not correspond but is allowed (*see Figure 10-1 — Corresponding and Allowed Zones for each Land Use Designation for zones that are allowed*). A legislative Zoning Map amendment may not be to a zone that is not allowed.

**181. Finding:** The 13<sup>th</sup> Amendment does not include zoning changes. These policies are not applicable.

**10.3.d.** An amendment to a base zone consistent with the land use designation must be approved when it is found that current public services can support the uses allowed by the zone, or that public services can be made capable by the time the development is complete. The adequacy of services is based on the proposed use and development. If a specific use and development proposal is not submitted, services must be able to support the range of uses and development allowed by the zone. For the purposes of this requirement, services include water

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

supply, sanitary sewage disposal, stormwater management, transportation, school district capacity (where a school facility plan exists), and police and fire protection.

**182. Finding:** Findings addressing water, sanitary sewage disposal, stormwater management, and school district capacity are found in findings in response to Chapter 8 policies. Findings addressing transportation systems are in response to Chapter 9 policies. The 13<sup>th</sup> Amendment does not include zoning changes. This policy is not applicable.

**10.3.e.** An amendment to apply or remove an overlay zone or plan district may be done legislatively or quasi-judicially, and must be based on a study or plan document that identifies a specific characteristic, situation, or problem that is not adequately addressed by the base zone or other regulations.

**183. Finding:** The 13<sup>th</sup> Amendment does not include any changes to overlay zones or plan districts. This policy is not applicable.

**Policy 10.4. Amending the Zoning Code.** Amendments to the zoning regulations must be done legislatively and should be clear, concise, and applicable to a broad range of development situations faced by a growing city. Amendments should:

**10.4.a.** Promote good planning:

- Effectively and efficiently implement the Comprehensive Plan.
- Address existing and potential land use problems.
- Balance the benefits of regulations against the costs of implementation and compliance.
- Maintain Portland's competitiveness with other jurisdictions as a location in which to live, invest, and do business.

**10.4.b.** Ensure good administration of land use regulations:

- Keep regulations as simple as possible.
- Use clear and objective standards wherever possible.
- Maintain consistent procedures and limit their number.
- Establish specific approval criteria for land use reviews.
- Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria.
- Emphasize administrative procedures for land use reviews.
- Avoid overlapping reviews.

**10.4.c.** Strive to improve the code document:

- Use clear language.
- Maintain a clear and logical organization.
- Use a format and layout that enables use of the document by lay people as well as professionals.
- Use tables and drawings to clarify and shorten the document.
- Identify and act on regulatory improvement suggestions.

**184. Finding:** The Zoning Code is not changed by the 13<sup>th</sup> Amendment. These policies are not applicable.

## Part IV. Area-Specific Plans

### 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.

**185. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards housing and community economic development, adding residents to the area and contributing to neighborhood businesses that will reduce the dependence on the automobile. The 13<sup>th</sup> Amendment complies with this policy.

#### **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.

**186. Finding:** The 13<sup>th</sup> Amendment complies with this policy as the projects to be funded through the amendment call for investment that will increase the supply of affordable housing and commercial development that serves the community. The 13<sup>th</sup> Amendment complies with this policy.

#### **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.

**187. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards housing and community economic development. This policy is not applicable to the 13<sup>th</sup> Amendment.

#### **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.

**188. Finding:** The 13<sup>th</sup> Amendment 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 13<sup>th</sup> Amendment complies with this policy.

#### **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.

**189. Finding:** The 13<sup>th</sup> Amendment supports this policy as the development of affordable housing will be higher density uses and will be near the Interstate light rail line and Tri Met bus lines. The 13<sup>th</sup> Amendment complies with this policy.

#### **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

**190. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards housing and community economic development that will optimize the investment in the light rail system by providing increased density which may use the system. The 13<sup>th</sup> Amendment complies with this policy.

#### **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.

**191. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will stimulate investment and job creation and expand and diversify the area's commercial employment base. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy.

#### **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.

**192. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will stimulate investment and job creation and expand and diversify the area's commercial employment base. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy.

**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.

**193. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will nurture and promote entrepreneurship, micro-business growth, and business expansion for emerging small businesses and enterprises owned by minorities. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with Policy A, Objectives 7-10.

**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.

**194. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will enhance neighborhood livability. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy.

**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.

**195. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will use public resources to stimulate the creation of new sources of household income and family-wage employment for community residents. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy.

**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.

**196. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including community economic development that will use public resources to encourage small business growth by Blacks and other people of color in the area. The Williams & Russell project is designed as a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy.

**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**

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

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.

**197. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy and objectives 1-13.

**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 8s Employment and Education policy objectives and actions are rigorously pursued and implementation programs coordinated, efficient, and effective.

**198. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 122. The North/Northeast Community Development Initiative guides the projects in the urban renewal area and there is a Project Working Group established to specifically guide the Williams & Russell project. The 13<sup>th</sup> Amendment complies with this policy.

**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.

**199. Finding:** Seventy percent of the funding from the 13<sup>th</sup> Amendment will go towards affordable housing as detailed in Finding 88. The 13<sup>th</sup> Amendment complies with this policy.

**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.

- 200. Finding:** Seventy percent of the funding from the 13<sup>th</sup> Amendment will go towards affordable housing as detailed in Finding 88. This will add to the number new housing units in the Albina Community Plan Study Area. The 13<sup>th</sup> Amendment complies with these policies and Objectives 1 and 2.

**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.

- 201. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy.

**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.

- 202. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 122. Art could be included as a component of the Williams & Russell project if determined through the negotiations with the future developer. The 13<sup>th</sup> Amendment complies with this policy.

**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.

- 203. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 122. The Williams & Russell project can be developed to enhance the visual and physical connections of this Area to the city. The 13<sup>th</sup> Amendment complies with this policy.

**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.

**204. Finding:** The funding from the 13<sup>th</sup> Amendment will go towards affordable housing and implementation of the North/Northeast Community Development Initiative including the development of a Cultural-Business Hub as further elaborated in Finding 122. The 13<sup>th</sup> Amendment complies with this policy.

## 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. The Eliot Neighborhood Plan and the Humboldt Neighborhood Plan are pertinent to the 13<sup>th</sup> Amendment as one of the projects is located in each area. Findings for these are located earlier in this Finding of Fact in Section IV Area-Specific Plans.

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

**205. Finding:** The 13<sup>th</sup> Amendment complies with the Neighborhood Plans adopted as part of the Albina Community Plan. The Eliot Neighborhood Plan is reviewed in Finding 206 and the Humboldt Neighborhood Plan is reviewed in Finding 207.

As required by 2035 Comprehensive Plan Policy 1.19, the following area-specific plan provides additional policy direction that is relevant within the policy framework provided by the overall Comprehensive Plan.

### **Eliot Community Plan (adopted 1993)**

The 13<sup>th</sup> Amendment contains a project located in the Eliot neighborhood: the Cultural-Business Hub at Williams and Russell Streets, which could include affordable housing.

The Albina Community Plan (ACP) includes policies and action items aimed to ensure the continued affordability in the district for homeowners and renters. Several action items were focused on preventing displacement as the neighborhood became physically upgraded, as a result of improvement funds provided by the public sector, as well as private market infusions that upgraded the housing stock and commercial buildings. Land use policies target increased densities along corridors, while maintaining the predominantly single-dwelling neighborhoods. A new implementation tool adopted with the Plan allowed for accessory dwelling units on single-dwelling zoned properties.

Policy 1, Land use included Policy B, Livable Neighborhoods, which states “Protect and improve the livability of neighborhoods within the Albina community. Direct new investment to areas that have

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

experienced or are experiencing a loss of housing. Foster the development of complete neighborhoods that have services and retail within or conveniently near them. Promote increases in residential density without creating economic pressure for the clearance of sound housing.”

Policy E states, “Focus new development at locations along transportation corridors that offer opportunities for transit supportive development and foster the creation of good pedestrian environments.”

Policy 5, Housing states “Increase housing opportunities for current and future Albina residents by preserving and rehabilitating the existing housing stock...and building higher density housing near business centers and major transit routes.” Objectives include:

“Create a portion of the Albina Community’s housing stock as permanently affordable rental housing through nonprofit ownership” and “Seek to increase opportunities for affordable housing and reductions in displacement that might otherwise result from neighborhood stabilization and rising property values.”

**206. Finding:** The 13<sup>th</sup> Amendment complies with the above objectives by providing higher density and mixed use opportunities at the Williams & Russell site in a Cultural-Business Hub and creating more affordable housing opportunities in the area as more further elaborated in Findings 88 and 122.

## **Humboldt Community Plan (adopted 1993)**

The policies of the Humboldt Community Plan are:

Policy 1: Neighborhood Livability - Improve neighborhood livability and quality of life by promoting a strong sense of community and ensuring the safety and well-being of the people and businesses of Humboldt.

Policy 2: Open Space, Parks and Community Facilities - Work towards the establishment of parks and open space in Humboldt which meet the high standards of the city-wide parks and recreation system. Promote and support all community facilities within Humboldt.

Policy 3: Housing - Preserve and enhance the quality and quantity of existing housing while promoting affordability and choice.

Policy 4: Public Safety - Enhance the safety and security of those who live and work and visit in the Humboldt Neighborhood.

Policy 5: Urban Design and Historic Preservation - Maintain a link between Humboldt's historic past and the present through the preservation of its historic development patterns and structures and through the promotion of architectural compatibility and excellence.

Policy 6: Transportation - Promote the efficient use of the transportation system while reducing traffic and environmental impacts upon the residential areas of the neighborhood.

Policy 7: Neighborhood Image - Promote a positive neighborhood image through regular participation and communication with the news media and government officials.

Interstate Corridor Urban Renewal Plan 13<sup>th</sup> Amendment  
Attachment 4 Findings of Fact Report

Policy 8: Land Use - Promote land use compatibility and efficiency in the Humboldt Neighborhood through strong citizen involvement.

**207. Finding:** The 13<sup>th</sup> Amendment complies with the above objectives by providing higher density and mixed use opportunities at the Williams & Russell site in a Cultural-Business Hub and creating more affordable housing opportunities in the area as more further elaborated in Findings 88 and 122.