



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

July 28, 2008



TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Portland Plan Amendment
DLCD File Number 002-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: August 18, 2008

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner
Julia Gisler, City of Portland

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Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: **City of Portland**

Local file number:

Date of Adoption: **7/23/2008**

Date Mailed: **7/28/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 3/5/2008

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

The Interstate Light Rail Corridor Zoning project is a legislative project that amended the Portland Comprehensive Plan Map, Zoning Map, Zoning Code Use & Development Regulations, Sign Code Regulations, and the Community Design Guidelines in order to implement a long-term development vision for the corridor to encourage transit-supportive development that increases neighborhood vitality, amenities, and services while optimizing the \$325 million public investment in light rail.

Does the Adoption differ from proposal? Yes, Please explain below: The Planning Commission made the following changes to the proposed plan; City Council adopted Planning Commission's recommended plan with no amendments.

1. New proposed amendments to Title 32, Sign and Related Regulations, that encourage preservation of mid-century signs;
2. Amend proposed zoning on the Kenton School site to retain the existing medium density residential zone (R1);
3. Apply design review to medium density residential (R1) zones;
4. Amend proposed zoning in Neighborhood West along Massachusetts and Longview Avenues south of Prescott St. from low-density, multi-dwelling (R2) to single-dwelling "rowhouse" (R2.5);
5. Accept the special height regulations of the North Interstate Plan District (Section 4, pp. 32 & 33 of the Proposed Plan). In addition to this proposal, allow properties in Neighborhood East along the freeway and in the areas at the Prescott, Killingsworth, and Lombard Stations that allow 85 ft. maximum building height (100 ft. in Prescott) to exceed this height (up to 125 ft) in exchange for additional design review requirements.

Plan Map Changed from: **See list at end of form** to: ***

Zone Map Changed from: **See list at end of form** to: ****

Location: Area bounded by N. Denver Ave (west); N. Columbia Blvd. (north); I-5 (east); and N. Greeley Ave (south) Acres Involved: **750**

Specify Density: Previous: **** New: ****

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing? Yes No

If no, do the statewide planning goals apply? Yes No

If no, did Emergency Circumstances require immediate adoption? Yes No

Please list all affected State or Federal Agencies, Local Governments or Special Districts:
Metro, Multnomah County

DLCD file No. _____

Local Contact: **Julia Gisler**

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City: **Portland**

Zip: **97201-**

E-mail Address: **jgisler@ci.portland.or.us**

Attachment to DLCD Form 2
Interstate Corridor Light Rail Rezoning Project

Plan Map & Zone Map Changes
 July 24, 2008

<u>Existing Zone</u>	<u>Existing Comp Plan</u>	<u>Proposed Zone</u>	<u>Proposed Comp Plan</u>	<u>Acres</u>	<u>Area (sq. ft.)</u>
CG	CG	CS	CS	1.99	86,663
CG	CG	CS	UC	10.15	442,207
CG	CG	CX	CX	14.77	643,466
CG	CG	EX	EX	17.07	743,611
CG	RH	EX	EX	2.71	117,887
CM	UC	EX	EX	1.04	45,312
CN2	NC	EX	EX	2.35	102,563
EG2	RH	EX	EX	6.17	268,870
EX	EX	RH	RH	18.55	808,183
R1	IR	EX	EX	3.43	149,519
R1	IR	EX	IR	1.45	63,107
R1	R1	RH	RH	5.99	261,141
R1	RH	CS	UC	6.47	281,952
R1	RH	CX	CX	0.30	12,909
R1	RH	EX	EX	26.84	1,169,058
R1	RH	RH	RH	30.77	1,340,142
R2	R2	CS	UC	2.23	97,018
R2	R2	R1	R1	0.37	16,329
R2	R2	RH	RH	2.28	99,453
R2	RH	RH	RH	0.44	19,327
R2.5	R2.5	EX	EX	0.61	26,746
R2.5	R2.5	R2	R2	2.91	126,797
R2.5	RH	RH	RH	18.77	817,542
R5	R2	R2	R2	4.75	206,987
R5	R2.5	CX	CX	0.15	6,370

ORDINANCE No. 182072

Adopt and implement the North Interstate Corridor Plan and amend Comprehensive Plan Map and Citywide Design Guidelines (Ordinance; amend Titles 32, 33)

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PLANNING BUREAU
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The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. Portland's Comprehensive Plan was adopted on October 16, 1980, acknowledged for compliance with Statewide Planning Goals on May 3, 1981, and again on January 25, 2000, and updated as a result of periodic review in June 1988, January 1991, March 1991, September 1992, and May 1995.
2. Portland Comprehensive Plan Goal 10, Plan Review and Administration, states that the Comprehensive Plan will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development.
3. Portland Comprehensive Plan Policy 10.2, Comprehensive Plan Map Review, establishes a community and neighborhood planning process for the review and update of the Portland Comprehensive Plan Map.
4. The Albina Community Plan, adopted in 1993 by Ordinance 166786, established the current zoning and regulations for the Interstate Corridor, including Comprehensive Plan Designations for areas to be high-density residential zoning in the event that light rail was constructed.
5. The construction of the Interstate Max Light Rail Transit Line, opened in May 2004, allows the implementation of the Comprehensive Plan Designations for high-density residential zoning established in the Albina Community Plan.
6. While the Albina Community Plan established the policy framework for future development, in July 2002 City Council accepted the *Interstate MAX Station Area Revitalization Strategy (SARS)* as the community vision for future development and as the area transitions into a high-density transit corridor. The SARS was partially funded by a grant from the state's Transportation and Growth Management (TGM) Program with PDC and PDOT as lead agency managers.
7. In September 2006, with funding provided by the Portland Development Commission, the Bureau of Planning initiated the North Interstate Corridor Plan process to ensure that new development along the corridor would be consistent with the City's transit-supportive policies and the community's vision.
8. Information used for the formulation of the North Interstate Corridor Plan included: a Land Use Inventory; an Existing Conditions Report (Exhibit C); SARS Land Use and Circulation Framework (Exhibit B); Interstate Corridor Redevelopment Scenarios by Emmons Architects, a study was conducted to identify the bulk and massing of potential development and compare the projected to the existing land use pattern (Exhibit D); and transportation analysis (Exhibit E). As part of this planning process, PDOT has also developed the North Interstate Corridor Street Framework Plan, Criteria and Special Right-of-Way Standards to be approved by the City Engineer.
9. The Bureau of Planning developed the North Interstate Corridor Plan with participation from a Community Advisory Group (CAG) composed of representatives from the neighborhood and business associations, property owners, developers, realtors, architects and other key stakeholders. The group served as an advisory body to consider the diverse interests of the community and represent a range of perspectives on planning issues.
10. A technical advisory group (TAG) including representatives of state, regional, and city agencies met throughout the planning process to provide input on regulatory and public facility service issues

- affecting or affected by the plan. The TAG assisted in evaluating the technical aspects of the plan to determine the feasibility of plan proposals.
11. Beginning in October 2006 and continuing throughout the planning process, staff sought input from affected neighborhood and business associations by attending meetings, making presentations, and exchanging ideas. There were also four community events for the public to review the status of the plan and provide input; March 17, 2007, November 3, 2007, February 21, 2008, and April 10, 2008.
 12. On March 9, 2007 a Public Involvement Plan was completed by staff from the Portland Development Commission and the Bureau of Planning with input from the CAG. This plan identifies a wide range of public involvement tools and events to ensure involvement by stakeholders. (Refer to Appendix B in Exhibit A: *North Interstate Corridor Plan*.)
 13. The *Proposed North Interstate Corridor Plan* was published April 2008 and contained (1) an Urban Design Concept Map; (2) Comprehensive Plan Map/Zoning Map Amendments; (3) Zoning Code Amendments; (4) amendments to the Community Design Guidelines; and (5) a reference to special right-of-way standards to be completed by PDOT.
 14. North Interstate Corridor Plan provisions implement or are consistent with the Statewide Planning Goals, the Oregon Transportation Planning Rule, the Region 2040 Plan, the Metro Urban Growth Management Functional Plan, and the Portland Comprehensive Plan, as explained in this ordinance. These rules, policies, plans, provide a basis for transitioning the study area into a high-density transit corridor.
 15. The Notice of Proposed Action and copies of the *North Interstate Corridor Plan* were mailed to the Oregon Department of Land Conservation and Development as required by ORS 197.610 on March 5, 2008; an update was mailed April 9, 2008.
 16. As per Title 33.740.020, written notice of the April 22, 2008, Portland Planning Commission public hearing and the May 1, 2008, Design Commission public hearing on the Proposed North Interstate Corridor Plan was mailed on March 21, 2008. In addition to the legal requirements above, the notice was sent to every property owner in the study area for a total of 3,500. Notice of the April 22, 2008, public hearing on the Proposed North Interstate Corridor Plan, as required by ORS 227.186, was sent to all property owners (a total of 1294) potentially affected by proposed Zoning Map and Zoning Code changes on March 28, 2008.
 17. On April 22, 2008, the Portland Planning Commission held a public hearing on the Proposed North Interstate Corridor Plan. At the hearing, the Planning Commission accepted public testimony, discussed the rezoning proposal, and directed staff to address issues raised at the hearing. On May 27, 2008 the Portland Planning Commission unanimously recommended that City Council adopt the North Interstate Corridor Plan.
 18. On May 1, 2008, the Portland Design Commission held a public hearing on the design-related issues of the Proposed North Interstate Corridor Plan. The Design Commission discussed the plan at two work follow-up sessions on May 15 and June 5. Their recommendations to the Planning Commission and the City Council are included in a letter in the front of the *North Interstate Corridor Plan*.
 19. Written notice of the July 16, 2008 City Council public hearing on the Recommended North Interstate Corridor Plan was mailed per title 33.740.030.B on June 26, 2008 to 1258 people, including the city-wide legislative list and the project mailing list, which is made up of CAG and TAG members, those that have provided written or oral testimony at Planning and/or Design Commission public hearings, and self-selected citizens from open houses, emails, the project website, phone calls, etc.
 20. It is in the public interest that the recommendations contained in the North Interstate Corridor Plan be adopted to guide the location and character of new development and maximize the benefits that light rail can bring to this area, the City and the region as a whole.

Statewide Planning Goals Findings

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with state land use goals. Only the state goals addressed below apply.

21. **Goal 1, Citizen Involvement**, requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of this plan has provided numerous opportunities for public involvement, including:
- a. In 1993, the City completed an extensive community planning process which resulted in the *Albina Community Plan*. This public process spanned four years and was informed by over sixteen community workshops; four Planning Commission hearings and fourteen follow-up work sessions; and three City Council hearings. One outcome of the plan was to place higher density land uses along Interstate Avenue that could only be realized if light rail was constructed and the zoning was changed.
 - b. A seventeen member Community Advisory Group (CAG) met twelve times from February 2007 through March 2008, advising staff and providing written and oral input on plan documents and maps. The CAG included residents, business people, and property owners from the Arbor Lodge, Overlook, and Kenton neighborhoods, as well as representatives of the interstate Corridor Urban Renewal Advisory Committee, the development community, and several members-at-large. The group considered the diverse interests of the community and represented a range of perspectives on planning issues.
 - c. Beginning in October 2006 and continuing throughout the planning process, staff sought input from affected neighborhood and business associations by attending meetings, making presentations, and exchanging ideas. These groups included the Arbor Lodge Neighborhood Association, Overlook Neighborhood Association, Kenton Neighborhood Association, Interstate Avenue Business Association, and the Interstate Corridor Urban Renewal Advisory Committee.
 - d. In February 2007, a flier was mailed to over 2,700 addresses along the Interstate Corridor announcing the North Interstate Corridor Plan process and inviting the public to a March 17 open house for a project overview and to gather community input. Bureau of Planning, Bureau of Development Services, and Portland Development Commission staff explained the proposals, answered questions, and accepted public comments.
 - e. On March 9, 2007 a Public Involvement Plan was developed by staff from the Portland Development Commission and the Bureau of Planning, with input from the CAG, to ensure involvement by all stakeholders and direct public outreach activities. (Refer to Appendix B in Exhibit A: *North Interstate Corridor Plan*.)
 - f. In November 2007, a flier was mailed to over 3,300 addresses announcing a second open house to present draft proposals of zoning designations, development concepts, and design characteristics for the corridor. Staff from the Bureau of Planning, Bureau of Development Services, Office of Transportation, Portland Development Commission, and members of the CAG explained the proposals, answered questions, and accepted public comments. Over 120 people were in attendance, and 64 letters/emails were received during the November 3-26, 2007, public review period.
 - g. On February 21, 2008, over 3,300 people were sent a flier and/or email inviting them to attend a third open house to present the following:
 - proposed zoning map revisions made in response to feedback received during the public comment period;
 - updated drafts of the urban design concepts, plan district regulations, and design review guidelines;
 - newly drafted street standards; and

- information regarding opportunities to testify at upcoming Planning and Design Commission hearings.

Bureau of Planning, Bureau of Development Services, Office of Transportation, and Portland Development Commission staff explained the proposals, answered questions, and accepted public comments.

- h. On April 10, 2008, a fourth and final open house was held to share the North Interstate Corridor Plan proposal being presented to Planning Commission on April 22 and to answer questions about ways to be involved in the upcoming legislative process. Over 2,400 people received a flier and/or email inviting them to attend.
- i. Planning staff periodically met with and engaged in telephone and email exchanges with property owners, developers, members of the business community and other interested parties in regard to project goals and provisions.
- j. The Interstate project website was regularly updated to include notices of upcoming events and to include electronic versions of the project schedule, staff contact information, surveys, background and projects documents, community advisory group agendas and minutes, notices, maps, and plan drafts. As of May 19, 2008, the project website had been visited by internet users over 26,000 times.
- k. The public was notified of North Interstate Corridor Plan public events through a variety of means including notices and articles in The Oregonian and the Portland Tribune. Staff also posted fliers and notices of events in prominent locations within the North Interstate Corridor such as community bulletin boards, stores and cafes, and community centers.
- l. Notice of Proposed Amendment was sent to the State Department of Land Conservation and Development (DLCD) and Metro on March 5, 2008; an update was mailed April 9, 2008.
- m. Notice of the April 22, 2008, Portland Planning Commission public hearing and the May 1, 2008, Design Commission public hearing on the Proposed North Interstate Corridor Plan was sent on March 21, 2008 to 3,500 people, including every property owner in the study area (2434), the city-wide legislative list, and the project mailing list, which is made up of CAG and TAG members, those that have provided written or oral testimony at Planning and/or Design Commission public hearings, and self-selected citizens from open houses, emails, the project website, phone calls, etc.
- n. Measure 56 notification of the April 22, 2008, public hearing on the Proposed North Interstate Corridor Plan was sent to all property owners (a total of 1,294) potentially affected by proposed zoning map and code changes on March 28, 2008.
- o. On April 1, 2008, the Bureau of Planning published the Proposed North Interstate Corridor Plan, planning staff's proposal to the Portland Planning Commission. The document was made available to the public on April 1, 2008, through the project website, and hard copies of the document were available beginning April 4, 2008, at the Bureau of Planning offices, Interstate Firehouse Cultural Center, North Portland Library, and the North Portland Neighborhood Services Office at the Kenton Firehouse.
- p. At their public meeting, planning staff briefed the Planning Commission on March 25, 2008. The Portland Planning Commission held a hearing on the North Interstate Corridor Plan in the evening on April 22, 2008, and the community had the opportunity to offer public testimony on the plan. The public record remained open until May 9, 2008. Planning Commission held a follow-up work session at Jefferson High School on May 27, 2008, where they deliberated and then voted to recommend the plan to City Council.

- q. At their public meeting, Planning staff briefed the Design Commission on the plan on April 3, 2008. The Design Commission held a public hearing and accepted public testimony on the urban design-related portions of the plan on May 1, 2008. Follow-up work sessions were held on May 15 and June 5, 2008. The Commission's recommendations on the urban design-related plan components were forwarded to the Portland Planning Commission and the Portland City Council.
- r. Written notice of the July 16, 2008 City Council public hearing on the Recommended North Interstate Corridor Plan was mailed to 1,258 individuals per title 33.740.030.B on June 26, 2008.
- s. Portland City Council held a public hearing and accepted testimony on the plan on July 16, 2008.
22. **Goal 2, Land Use Planning**, requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. This plan supports this goal because Title 33, Planning and Zoning, implements the policies of Portland's Comprehensive Plan. Proposed amendments ensure that there are processes that act as a basis for land use decisions. Findings on Portland Comprehensive Plan Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal.
23. **Goals 3 and 4, Agricultural Lands and Forest Lands**, requires the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. The North Interstate Corridor Plan is supportive of this goal because it supports additional housing and commercial opportunities and the efficient use of land within an urbanized area, thereby reducing development pressure on agricultural and forest lands.
24. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The amendments are consistent with this goal because the Interstate Corridor Urban Design Concept identifies cultural amenities and significant views to be considered as new development occurs. The plan also does not reduce the amount of open space. Findings on Portland Comprehensive Plan Goal 12, Urban Design, and its related policies and objectives, also support this goal.
25. **Goal 6, Air, Water, and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water, and land resources. The North Interstate Corridor Plan supports this goal because the plan generally encourages a compact mixed-use development of commercial and residential uses and emphasizes a balanced multi-modal transportation system by encouraging the use of alternative modes, such as walking, bicycling, and transit. Compact urban development emphasized in the North Interstate Corridor Plan helps maintain natural resources by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources. Compact mixed-use development with a balanced transportation system, including light rail, will reduce vehicle miles traveled in the study area and positively impact air quality. Findings on Portland Comprehensive Plan Goal 8, Environment, and its related policies and objectives, also support this goal.
26. **Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the state. The North Interstate Corridor Plan supports this goal because it preserves the existing open space zoning in the study area and calls for new open space as part of the future redevelopment of the Kenton school site.
27. **Goal 9, Economic Development**, requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The North Interstate Corridor Plan supports this goal by calling for development along the N. Interstate Avenue corridor that strengthens existing businesses and attracts new businesses by reducing regulatory barriers to reinvestment and establishing a full-block zoning pattern along Interstate Avenue with flexible zoning (predominantly EX) that is responsive to the market for new businesses. The plan also

fosters a positive identity for the area, supports a local economy, and encourages housing to support and retain other community amenities. The additional potential for housing and mixed-use development is intended to strengthen support of commercial development by allowing for an increase in potential customers and employees located within close proximity to existing and new business. Findings on Portland Comprehensive Plan Goal 5, Economic Development, and its related policies and objectives also support this goal.

28. **Goal 10, Housing**, requires provision for the housing needs of citizens of the state. The North Interstate Corridor Plan is consistent with this goal because it supports the development of a high-density transit corridor by providing additional opportunities for housing and mixed-use development that focuses the most active mixed-use areas adjacent to the station platforms and provides opportunities for high-density housing between the station platforms, in the area east of Interstate Avenue to the I-5 freeway, and along Rosa Parks Way.

The plan also supports an increase in the variety and supply of residential developments. The plan makes changes in residential land use designations that provide a broader array of housing opportunities in the plan area to serve a diverse array of incomes and ages. Within a quarter-mile of light station platforms housing types include high-, medium-, and low-density multi-dwelling units, and attached and detached single-family units. Findings on Portland Comprehensive Plan Goal 4, Housing, and its related policies and objectives also support this goal.

29. **Goal 11, Public Facilities and Services**, requires planning and development of a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for development. The project Technical Advisory Group (TAG) advised the City on facility issues, and no facility issues have been identified. Portland Comprehensive Plan findings on Goal 11, Public Facilities, and its related policies and objectives also support this goal.

30. **Goal 12, Transportation**, requires provision of a safe, convenient and economic transportation system. The plan is consistent with this goal because the North Interstate Corridor Plan promotes a balanced multi-modal transportation system that is consistent with the City's Transportation System Plan and the land use vision for the Interstate Light Rail corridor. Supporting this plan are implementing actions addressing Transportation Demand Management (TDM) and enhancements to the pedestrian environment and bicycle circulation. Findings for Portland's Comprehensive Plan Goal 6, Transportation also support this goal.

Transportation Planning Rule

The Oregon Transportation Planning Rule (TPR) (OAR 660-012-0000) was adopted in 1991 and amended in 1996 and 2005 to implement State Goal 12. The TPR requires certain findings if the proposal will significantly affect an existing or planned transportation facility. The City finds that the North Interstate Corridor Plan along with implementing strategies and the North Interstate Corridor Street Framework Plan, Criteria and Special Right-of-Way Standards comply will not significantly affect existing or planned transportation facilities in the study area for the following reasons:

(1) OAR 660-012-0060(1) states: Amendments to functional plans, acknowledged comprehensive plans, and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility.

(a) The region and city's transportation and economic forecasting models assumed the existing Comprehensive Plan map designations would be consistent with an eventual up-zoning of the same corridor with similar designations. As a result, the accompanying growth in the Interstate Corridor would be absorbed within the planning 20-year planning horizon. The Albina Community Plan, adopted in 1993, changed the policy to high-density transit corridor, but did not up-zone the area until light rail transit was realized. The proposed changes are being made within the 20-year horizon. These current transportation and land use forecasts and models reflect the majority of the change expected in the Interstate Corridor by 2030. These assumptions included the influence of a high-capacity transit service – MAX Yellow Line Light Rail – as well as development and redevelopment potential in an urban renewal district (Interstate Corridor Urban Renewal

Area). The City's adopted Transportation System Plan (TSP- 2007) and Metro's Regional Transportation Plan (2004 - State RTP) took into account these growth assumptions and include policies, implementation strategies, programs, and projects to accommodate this planned growth.

(b) The transportation modeling analysis conducted by the Portland Office of Transportation (PDOT) indicated that the assumed growth would produce 2,480 trips by 2030 throughout the study area. The study area is defined by a ¼-mile radius around five station areas along the North Interstate Avenue light rail corridor (Overlook to Kenton station areas). Due to the assumptions in Metro's regional model, these trips would be generated regardless of the proposed zoning project. The TSP and RTP were analyzed, planned, and adopted to accommodate this growth. For the fraction of the rezoning proposal that is not reflected in the existing models and forecasts, the Bureau of Planning forecasted additional household and employment numbers, which is the land use basis for making projections, in order to generate additional transportation modeling analysis to determine the impact of the additional zoning.

(c) The portion of the rezoning not captured in the model and assumptions generated an additional 214 trips in the entire study area, over the life of the plan. This low number along with an analysis of key interstate freeway system facilities (ramps) indicated there is no significant effect on the transportation facilities in the area. Therefore the land uses are consistent with the identified function, capacity, and performance standards (e.g., level of service, volume to capacity ratio, etc.) of the facility. Any negligible impacts that the assumed growth and the additional trips generated by the zoning proposal are addressed by existing TSP and RTP strategies, projects, programs and plans. Additional strategies to address growth will be achieved through the implementation of transportation demand management (TDM) measures and other transportation strategies listed in the plan and by the implementation of the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards.

(2) OAR 660-012-0060(1) states that a plan or land use regulation amendment significantly affects a transportation facility if it: (a) changes the functional classification of an existing or planned transportation facility; (b) changes standards implementing a functional classification system; (c) allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or (d) would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.

(a) As noted above, the zoning proposal generated an additional 214 trips in the entire study area, over the life of the plan. This low number along with an analysis of key interstate freeway system facilities (ramps) indicated the proposed plan and zoning changes will not alter the functional classification of existing or planned transportation facilities in the study area. The proposal does not include changing standards for implementing a functional classification. According to the transportation analysis, the levels of planned traffic will be acceptable for the functional classifications and transportation facilities in the study area. The City limits access to the lowest classification first and is not proposing different access standards at this time. According to the transportation analysis, the levels of planned traffic will not reduce the performance standards of the facility below the minimum acceptable level identified in the TSP. Level of Service is expected to remain the same and volume/capacity ratios should be met. As a result, the Comprehensive Plan, zoning, and code changes proposed by the North Interstate Corridor Plan will not result in actions that significantly affect existing or planned transportation facilities in the study area.

(3) OAR 660-012-0060(2) states that if a comprehensive plan or land use regulation amendment significantly affects a transportation facility, the City must take one or more of the following actions: (a) limit allowed land uses to be consistent with the planned function, capacity, and performance standards of the transportation facility; (b) amend the TSP to provide transportation facilities adequate to support the proposed land uses; (c) alter land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes; or (d) amend the TSP to modify the planned function, capacity, and performance standards, as

needed; to accept greater motor vehicle congestion to promote mixed use, pedestrian friendly development where multimodal choices are provided.

(a) Because the transportation analysis indicated no significant effect on the transportation system or facilities, the proposed zoning is consistent with the planned function, capacity and performance standards of the transportation facility. The proposed zones support pedestrian friendly development which is also consistent with the Metro 2040 Growth Concept, Functional Plan, and the Regional Transportation Plan (RTP). Therefore, no policy changes are required in the TSP.

(b) The City is proposing new zoning that would increase allowable densities, encourage pedestrian-oriented design, and change some land uses to encourage transit-oriented development. The TSP already provides a policy framework for encouraging alternative modes of travel. Implementation of TDM and other transportation strategies listed in the plan, and the implementation of the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards will reduce demand for auto travel and meet travel needs through other modes by encouraging walking and biking. Improving the existing pedestrian and bicycle system will improve alternative mode connections to the existing MAX Yellow Light Rail Line, which is experiencing record ridership. The plan also includes urban design concepts and a design overlay zone that help achieve a pedestrian-oriented environment and aim to reduce vehicle trips. The proposed zones support alternative modes, which is consistent with the Metro 2040 Growth Concept, Functional Plan, and the Regional Transportation Plan (RTP). In addition, in order to support transit-oriented development, the preferred policy alternative, warrants new zoning of intense land uses to encourage a compact, pedestrian friendly development form within a five minute walking distance.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060 (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below;

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development.

This plan meets these requirements because the City of Portland currently has excellent transit/biking/walking mode splits along the North Interstate Avenue corridor. Based on survey data after the Interstate MAX Light Rail was built and after an individualized marketing campaign, residents indicated that they walked 13% of the time, rode bikes 5% of the time, and took public transit 9% of the time. The investment in light rail in the corridor, the existing grid, and the extensive bicycle and pedestrian facilities add to the City's ability to meet the mode splits assumed in the model. The implementation strategy portion of the plan has a number of transportation strategies that will allow the city to continue to have high mode splits along the Interstate Corridor and in the plan area. In addition, the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards provide a framework for street improvements that will improve the streetscape and transportation system for all modes of travel, especially walking and biking. Given the 10 percent reduction allowed by policy, the City can further the VMT reduction and mode split goals. Finally, the North Interstate Corridor Plan identifies five station areas where transit-oriented development will be encouraged that furthers the goals and policies of the TSP and meets the standard including pedestrian friendly, mixed use centers and neighborhoods. In addition to a new flexible, mixed-use zoning designations, zoning codes are proposed to address urban design and form, as opposed to prescribing specific uses. If the zoning is adopted, it will reduce regulatory obstacles to mixed-use development. This standard is met.

31. **Goal 13, Energy Conservation**, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The North Interstate Corridor Plan is consistent with this goal because the Comprehensive Plan Map, Zoning Map, and Zoning Code amendments promote the establishment of a compact urban form, including a mix of uses supported by an enhanced pedestrian and transit system, including light rail. This urban form and supporting multi-modal transportation system may result in decreased use of single-occupancy vehicle usage and a reduction of fuel consumption.
32. **Goal 14, Urbanization**, requires provision of an orderly and efficient transition of rural lands to urban use. The North Interstate Corridor Plan supports this goal by providing additional development opportunities for residential, commercial, and employment uses and implements station area and community concepts of Metro's Urban Growth Management-Functional Plan (UGMFP). The implementation of this plan and the opportunities it provides for additional development capacity reduce long-term pressure to expand the UGB and convert rural land for urban purposes. Findings on Portland Comprehensive Plan Goal 2, Urban Development, and its related policies and objectives also support this goal.

Findings on Metro Urban Growth Management Functional Plan (UGMFP)

33. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. During the development of the North Interstate Corridor Plan such an analysis was conducted, based on the land use designations existing and proposed within the plan area. This analysis found that the increase in housing and jobs of the proposed amendments reflects the additional growth forecasted in Metro's Regional Travel Forecasting 2005 RTP model (an increase of 3,250 households and 1,220 jobs from 2005-2030). The proposed zoning pattern accommodates Metro's forecasted growth and refines the existing pattern to better support light rail by creating a better development framework in the corridor. See also Findings for Portland Comprehensive Plan Goals 4, Housing, and 5, Economic Development.

34. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. This title is already addressed by the Portland Zoning Code and the City's Transportation System Plan which sets limits for the number of parking spaces required and allowed for different uses and areas along transit corridors. This plan furthers this goal by promoting a compact urban form supported by an enhanced transit system, including light rail, and a pedestrian and bicycle circulation system.
35. **Title 3, Water Quality, Flood Management and Fish and Wildlife Conservation**, protects the public's health and safety by reducing flood and landslide hazards, controlling soil erosion and reducing water pollution by avoiding, limiting, or mitigating the impact of development on streams, rivers, wetlands, and floodplains. Title 3 specifically implements the Statewide Land Use Goals 6 and 7. The findings for those statewide goals are incorporated here to show that the North Interstate Corridor Plan is consistent with this Title. See also findings for Portland Comprehensive Plan Goal 8, Environment.
36. **Title 4, Industrial and Other Employment Areas**, limits retail and office development in Employment and Industrial areas to those that are most likely to serve the needs of the area and not draw customers from a larger market area. This plan is consistent with this title because it does not propose to weaken or modify existing regulations protecting industrially-designated lands.
37. **Title 6, Central City, Regional Centers, Town Centers and Station Communities**, defines Metro's policy regarding areas outside of the Urban Growth Boundary. The intent of this title is to enhance Centers designated on Metro's 2040 Growth Concept Map by encouraging growth within Centers. The *North Interstate Corridor* and associated planning process are directly tied to this title as the study area contains six 2040 designated station communities. The plan will comply with this title by providing zoning and regulations to increase transit-oriented development in the corridor and focus the most intensive activities at the station areas.
38. **Title 7, Affordable Housing**, ensures opportunities for affordable housing at all income levels, and calls for a choice of housing types. This plan is consistent with this title because it provides opportunities for additional housing growth throughout the North Interstate Corridor through a land use and zoning pattern that fosters a mix of housing types and redevelopment opportunities. Although this plan does not specifically address affordable housing goals, it supports the production goals of City's and Metro's affordable housing policy by reducing regulatory barriers for new housing.

Findings on Portland's Comprehensive Plan Goals

39. The City's Comprehensive Plan was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. On May 26, 1995, and again on January 25, 2000, the LCDC completed its review of the City's final local periodic review order and periodic review work program, and reaffirmed the plan's compliance with the statewide planning goals.
40. **Goal 1, Metropolitan Coordination**, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans. Coordination with state and regional planning efforts has been undertaken with the development of the plan. The North Interstate Corridor planning process included participation of representatives from city, regional, and state agencies, ensuring consistency with applicable local, regional, and state plans.
41. **Policy 1.4, Intergovernmental Coordination**, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The North Interstate Corridor planning process identified and included a variety of local, regional, and state agencies in the plan development process. Individuals from several of these agencies formed a technical advisory group (TAG) which participated in the local planning process and reviewed and commented on the North Interstate Corridor Plan.

42. **Policy 1.5, Compliance with Future Metro Planning Efforts**, calls for the review and update of Portland's Comprehensive Plan to comply with the Regional Framework Plan adopted by Metro. The North Interstate Corridor Plan supports this policy because it implements six of Metro's 2040 designated station communities by amending the zoning pattern to support transit-supportive development and densities.
43. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The North Interstate Corridor Plan supports this goal because the land use and zoning pattern proposed for the North Interstate Corridor Plan area increases opportunities for additional residential and commercial uses within areas designated for these land uses.
44. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. This plan supports this policy because the Comprehensive Plan Map and Zoning Map amendments proposed by the North Interstate Corridor Plan will expand the long-term potential to develop additional housing units in the plan area. The plan supports this policy for the reasons cited in the Findings for Metro Urban Growth Management Functional Plan Title 1, Requirements for Housing and Employment Accommodation.
45. **Policy 2.2, Urban Diversity**, calls for promotion of a range of living environments and employment opportunities for Portland residents. This plan supports this policy because the zoning pattern for the North Interstate Corridor Plan will encourage mixed-use residential/commercial development and a variety of residential densities throughout the plan area while establishing use and development standards and design review criteria in the Interstate Corridor that reinforce the unique character of each of the corridor's six light rail station areas.
46. **Policy 2.6, Open Space**, calls for the provision of opportunities for recreation and visual relief by preserving existing open space, establishing a loop trail that encircles the city, and promoting recreational use of the city's rivers, creek, lakes, and sloughs. The North Interstate Corridor Plan supports this policy because the designated parks and open space areas within the plan area are preserved and new open space, such as plazas and courtyards, are encouraged as part of new development.
47. **Policy 2.9, Residential Neighborhoods**, calls for allowance of a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods. The plan makes changes in residential land use designations that provide a broader array of housing opportunities in the plan area that can serve a diverse array of incomes and ages. Within a quarter mile of light station platforms housing types include high-, medium-, and low-density multi-dwelling units, and attached and detached single-family units. The North Interstate Corridor Plan also provides a zoning transition (R2 and R2.5) between the high-density development along Interstate Avenue and the established single family neighborhood to the west. The plan also includes development standards and design review criteria that address building design and the transition of larger scale new development and smaller existing uses.
48. **Policy 2.12, Transit Corridors**, calls for providing a mixture of activities along major transit routes and Main Streets that supports the use of transit and is compatible with the surrounding area. The North Interstate Corridor Plan supports this policy because it promotes transit-supported development along the MAX Yellow line as well as along two primary east-west streets with frequent bus route service: North Killingsworth and Lombard Streets.
49. **Policy 2.15, Living Closer to Work**, calls for locating greater residential densities, including affordable housing, near major employment centers, such as Metro-designated station communities, to reduce vehicle miles traveled per capita and maintain air quality. This policy also calls for encouraging home-based work where the nature of the work is not disruptive to the neighborhood. The North Interstate Corridor Plan supports this policy because the zoning provides for additional housing opportunities along the Interstate Avenue Corridor. Housing may be in residential or central employment zones, the predominant zones in the corridor, and interspersed with retail sales and service uses. The plan also calls for allowing retail sales and service uses in

multi-dwelling residential development that fronts N. Interstate Avenue. The MAX Yellow Line provides easy access to downtown and Northwest Portland, which include numerous industrial and employment uses.

50. **Policy 2.17, Transit Stations and Transit Centers**, calls for establishing minimum residential densities on residentially zoned lands within one-half mile of transit stations and one-quarter mile of transit centers that support the use of transit. The design and mix of land uses surrounding transit stations and transit centers should emphasize a pedestrian and bicycle oriented environment and support transit use. The North Interstate Corridor Plan supports this policy because it encourages high-density residential and mixed-use development along the transit corridor, and enhances the pedestrian and bicycle realm through special right-of-way standards calling for development of wider sidewalks, improved pedestrian lighting, green street elements, and safer pedestrian and bicycle connections to light rail stations and at light rail and transit street crossings throughout the plan area.
51. **Policy 2.18, Transit Supportive Density**, calls for establishing average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, main streets, town centers, and transit centers, and 25 units per acre within one-half mile of light rail stations and regional centers. The North Interstate Corridor Plan supports this policy because the zoning proposed at the station platform and within a quarter-mile of the light rail station allows development at densities much greater than 25 units. The prominent zones proposed for Interstate Avenue and east of the light rail stations are RH and EX. Generally the density for RH, with 4:1 FAR, will range from 100 to 125 units per acre. EX has no residential requirement, but has far exceeded 25 units per acre in other parts of the City. The R2 zone proposed west of Interstate Avenue has a minimum density of 21.8 dwelling units per acre and can be as high as 32 dwelling units per acre.
52. **Policy 2.19, Infill and Redevelopment**, calls for encouraging infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. The North Interstate Corridor Plan supports this policy because it provides for infill and redevelopment by removing regulatory barriers (nonconforming uses); creating flexible zoning along Interstate Avenue that is more market-driven (EX; RH with ground floor commercial uses); and east of Interstate Avenue, allowing densities that exceed the current zoning densities. This increase in development potential may provide an incentive for redevelopment and better accommodate future increases in population.
53. **Goal 3, Neighborhoods**, calls for the preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The North Interstate Corridor Plan supports this goal by focusing areas of significant change into light rail, transit, and main street areas, which have been identified as places where change, growth and development are expected to occur. To maintain stability of neighborhoods, no change to land use or zoning is proposed outside of the plan area. This approach helps promote neighborhood stability by strategically focusing change into areas where change can be beneficial for meeting policy objectives, including use of existing and planned infrastructure and services such as light rail, and for redevelopment over time of underutilized areas.
54. **Policy 3.5, Neighborhood Involvement**, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. The North Interstate Corridor Plan supports this policy because neighborhood associations, business associations, and the community at large were involved in developing elements of the plan for this area. A community working group composed of at-large community members, representatives from three neighborhood associations, a business association, and two neighborhood representatives from a local urban renewal advisory committee also played a key role in providing feedback on the plan and communicating with identified community organizations.
55. **Policy 3.8, Albina Community Plan Neighborhoods**, calls for maintaining and enforcing neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by City Council. The findings in this report demonstrate that the North Interstate Corridor Plan is consistent with the Arbor Lodge Neighborhood Plan (Ordinance No. 167054) and the Kenton

Neighborhood Plan (Ordinance 167054; amended to include the Kenton Downtown Plan Ordinance No. 175210). Findings on the Albina Community Plan also support this policy.

56. **Goal 4, Housing**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The North Interstate Corridor Plan increases the variety and supply of residential developments. The plan makes changes in residential land use designations that provide a broader array of housing opportunities in the plan area that can serve a diverse array of incomes and ages. Within a quarter mile of light station platforms housing types include high-, medium-, and low-density multi-dwelling units, and attached and detached single-family units. The plan also supports single-dwelling areas by focusing multi-dwelling and more intense residential uses along Interstate Avenue and Rosa Parks Way, and between Interstate Avenue and I-5 and retaining primarily single-dwelling zoning west of Interstate Avenue.
57. **Policy 4.1, Housing Availability**, calls for ensuring that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future. The North Interstate Corridor plan supports this policy because it offers a variety of housing types and will increase the supply of, and opportunity for, new housing.
58. **Objective C** calls for considering the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand. The plan supports this objective because it offers a balanced set of regulations designed to allow additional growth and development to occur while improving the design quality, materials quality, and general fit on new infill development in this established area. This is accomplished through special provisions in the plan district (no additional fees) and as part of the design overlay development standards, design guidelines. Design Review in the Interstate Corridor is assigned the less expensive Type II process, administered by BDS staff, and applicants have the option of complying with the community design standards, through the building permit process, which is a less expensive and faster process.
59. **Objective E** calls for encouraging efficient use of infrastructure by focusing well-designed new and redeveloped housing on vacant, infill, or under-developed land. This plan supports this objective by zoning for high-density residential and mixed-use development along the light rail corridor, and at station area platforms. Design review is a requirement in all of these areas to ensure well-designed developments.
60. **Policy 4.2, Maintain Housing Potential**, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential or mixed-use. The North Interstate Corridor Plan analyzed the increase of housing potential based on the land use designations existing and proposed within the plan area. This analysis found that the increase in housing potential with the proposed amendments reflects the additional growth of 3,250 households forecasted in Metro's Regional Travel Forecasting 2005 RTP model between 2005 and 2030. The forecasting model uses the Comprehensive Plan map designations, plus assumes additional households because of the proximity to the light rail and inclusion in an urban renewal area. Overall, the North Interstate Corridor Plan increases housing potential in the study area.
61. **Policy 4.3, Sustainable Housing**, calls for encouraging housing that supports sustainable development patterns by promoting the efficient use of land; conservation of natural resources; easy access to public transit and other efficient modes of transportation; easy access to services and parks; resource efficient design and construction; and the use of renewable energy resources. The North Interstate Corridor Plan supports this policy because it promotes efficient use of land and resources by providing mixed-used development and medium- and high-density housing near light rail, transit, main streets, parks, schools, and other community resources. This type of development is typically more efficient than detached houses in terms of energy consumption for heating and cooling.
62. **Policy 4.10, Housing Diversity**, calls for promoting creation of a range of housing types, prices, and rents to (1) create culturally and economically diverse neighborhoods; and (2) allow those whose housing needs change to find housing that meets their needs within their existing

- community. The plan supports this policy because it provides additional opportunities for a broad array of housing that can serve a broad income range.
63. **Policy 4.11, Housing Affordability**, calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes. The plan supports this policy because it provides additional opportunities for housing that can serve a broad income range.
64. **Policy 4.12, Housing Continuum**, calls for ensuring that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them. The plan supports this policy because it provides opportunities for housing for both renters and owners in a variety of housing types.
65. **Policy 4.13, Humble Housing**, calls for ensuring that there are opportunities for development of small homes with basic amenities to ensure housing opportunities for low-income households, members of protected classes, households with children, and households supportive of reduced resource consumption. The plan supports this policy because it offers opportunities for development of a variety of multifamily, attached and detached housing in and around the plan area.
66. **Policy 4.14, Neighborhood Stability**, calls for stabilizing neighborhoods by promoting: (1) a variety of homeownership and rental housing options; (2) security of housing tenure; and (3) opportunities for community interaction. The plan supports this policy because the amendments provide options for a variety of housing types that will provide ownership and rental options in the community. Further, the amendments feature design standards and guidelines designed to promote buildings that better address the public realm and encourage community interaction and eyes on the street. This is accomplished partly through increased amount of window area and orientation of entrances and lobbies in multi-dwelling development.
67. **Policy 4.15, Regulatory Costs and Fees**, calls for considering the impact of regulations and fees in the balance between housing affordability and other objectives such as environmental quality, urban design, maintenance of neighborhood character, and protection of public health, safety, and welfare. This plan supports this policy because the design overlay zone, while offering added urban design benefits, gives applicants the option of meeting community design standards rather than the more expensive design review process.
68. **Goal 5, Economic Development**, calls for promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The North Interstate Corridor Plan supports this policy because it provides for a variety of commercial and employment land uses along Interstate Avenue and the major east-west streets. The zoning amendments along Interstate Avenue create a favorable environment for public and private investment by establishing a coherent and predictable zoning pattern and reducing the number of nonconforming uses. Findings for Statewide Planning Goal 9, Economic Development, also support this policy.
69. **Policy 5.1, Urban Development and Revitalization**, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. The North Interstate Corridor Plan zoning amendments support this policy by creating flexible market-driven zoning along Interstate Avenue (EX; RH with ground-floor commercial uses) that allows multiple different uses and reduces the number of nonconforming uses. The proposed zoning amendments also create full-block zoning along Interstate Avenue to create more options for site and building design and allow expansion of businesses fronting Interstate Avenue.
70. **Policy 5.2, Business Development**, calls for sustaining and supporting business development activities to retain, expand, and recruit businesses. The plan supports this policy because it provides opportunities for continued and expanded commercial, employment and industrial uses and activities. Findings for Portland Comprehensive Plan Policy 5.1, Urban Development and Revitalization also support this policy.

71. **Policy 5.4 Transportation System** promotes a multi-modal regional transportation system that stimulates and supports long term economic development and business investment. Findings for Portland Comprehensive Plan Goal 6, Transportation support this goal, as do the findings for State Goal 12, Transportation.
72. **Policy 5.6, Area Character and Identity Within Designated Commercial Areas**, calls for promotion and enhancement of the special character and identity of Portland's designated commercial areas. The plan supports this policy because it establishes a Neon Sign District along Interstate Avenue that supports and reflects Interstate Avenue's history as the main north-south highway (Highway 99) before the construction of I-5 in the 1960s. Businesses are encouraged to preserve existing mid-20th century signs and consider incorporating new neon, in the form of a sign or building articulation, to their property. Findings on Portland Comprehensive Plan Policy 12.1, Portland's Character, also support this policy.
73. **Goal 6, Transportation**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The plan supports this goal, its policies and objectives because the plan and its implementing and supporting documents support urban-level, transit-supportive density that with implementing measures that encourage walking and biking throughout the plan area along main streets and the Interstate light rail line. Findings for Statewide Planning Goal 11, Public Facilities and Services and State Goal 12, Transportation, the Transportation Planning Rule (TPR) and Portland Comprehensive Plan Goal 2, Urban Development also support this goal.
74. **Policy 6.1, Coordination** and its objectives, call for coordinating with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services. The North Interstate Corridor Plan supports this objective because the plan process included the active participation of and interaction with the Oregon Department of Transportation, the Portland Office of Transportation, TriMet, and other public and private organizations.
75. **Policy 6.2, Public Involvement** and its objectives, call for carrying out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders. The plan supports this policy for the reasons cited in the findings for State Goal 1, Citizen Involvement and Portland Comprehensive Plan Goal 9, Citizen Involvement.
76. **Policy 6.7, Bicycle Classification Descriptions**, calls for maintaining a system of bikeways to serve all bicycle users and all types of bicycle trips. The North Interstate Corridor Plan supports this policy and its objectives because none of the North Interstate Corridor Plan transportation-related implementation strategies, including the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards are inconsistent with existing bicycle classifications. In addition, implementing the TDM and other transportation implementation strategies will increase opportunities for biking in the corridor. Implementing the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards, provides a framework for street improvements that will enhance bicycle connections to the light rail and throughout the plan area with a focus on an existing network of streets.
77. **Policy 6.8, Pedestrian Classification Descriptions**, calls for maintaining a system of pedestrianways to serve all types of pedestrian trips, particularly those with a transportation function. The North Interstate Corridor Plan supports this policy and its objectives because none of the North Interstate Corridor Plan transportation-related implementation strategies, including the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards, are inconsistent with existing pedestrian classifications. In addition, implementing the TDM and other transportation implementation strategies will increase opportunities and amenities for pedestrians in the corridor. Implementing the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards, provides a framework for improvements that will enhance

pedestrian connections to the light rail and throughout the plan area with a focus on an existing network of streets.

78. **Policy 6.11, Street Design Classification Descriptions** identify the preferred modal emphasis and design treatments for regionally significant streets and special design treatments for locally significant streets. The North Interstate Corridor Plan supports this policy and its objectives because none of the North Interstate Corridor Plan transportation-related implementation strategies, including the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards are inconsistent with existing bicycle classifications. In addition, implementing the Urban Design Concept and the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards, provides a framework for street improvements that will enhance streets per the street design classification descriptions.
79. **Policy 6.15, Transportation System Management** and its objectives call for giving preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system. The North Interstate Corridor Plan supports this policy and its objectives because none of the North Interstate Corridor Plan transportation-related implementation strategies, including the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards, are inconsistent with existing bicycle classifications. In addition, implementing the TDM and other transportation related implementation measures and the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards will increase opportunities for walking, biking and access to transit which emphasizes using the existing roadway capacity efficiently.
80. **Policy 6.17, Coordinate Land Use and Transportation**, calls for implementing the Comprehensive Plan Map and the 2040 Growth Concept through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs. The plan supports this policy because the North Interstate Corridor Plan process included coordinated land use and transportation planning and the cooperation of the Bureau of Planning and the Office of Transportation.
81. **Policy 6.18, Adequacy of Transportation Facilities**, calls for ensuring that amendments to the Comprehensive Plan (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The Plan supports this policy for the reasons below and for the reasons cited in the findings for State Goal 12, Transportation and Portland Comprehensive Plan Goal 6, Transportation.

The transportation analysis conducted by the Office of Transportation with input from the Bureau of Planning indicated that the proposed zoning will not have a significant impact on the state, regional or local transportation system over the life of the planning period. (Exhibit E – Transportation Analysis Memo) The system as adopted in the Transportation System Plan (TSP) and the Regional Transportation Plan (RTP) can support the increased growth. In addition, the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards provides a framework for street improvements that will improve the transportation system for all modes of travel.

82. **Policy 6.19, Transit-Oriented Development**, calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers. The plan supports this policy for the reasons below and for the reasons cited in the findings for Portland Comprehensive Plan Goal 2, Urban Development. The Plan supports urban-level, transit-supportive density throughout most of the plan area including along main streets and the Interstate Light Rail line rail line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses.
83. **Policy 6.20, Connectivity**, calls for supporting development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity

centers. The plan supports this policy for the reasons cited in the findings for Portland Goal 6, Transportation and because the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards provides a framework for street improvements that will enhance pedestrian and bicycle connectivity via street improvements.

84. **Policy 6.21, Right-of-Way Opportunities**, calls for preserving existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained. The plan is consistent with this policy because it does not propose any street vacations or closures and encourages connectivity with the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards.
85. **Policy 6.22, Pedestrian Transportation**, calls for planning and completing a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit. The plan supports this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards provides a framework for street improvements that will focus improvements on existing the pedestrian connections to light rail, over the freeway, and throughout the study area.
86. **Policy 6.23, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. The plan supports this policy because the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards provides a framework for street improvements that will enhance bicycle connectivity and transportation via street improvements. Findings for Portland Comprehensive Plan Goal 6, Transportation also support this policy.
87. **Policy 6.24, Public Transportation**, calls for developing a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities. The amendments support this policy because the North Interstate Corridor Plan supports urban-level, transit-supportive density within the plan area including along main streets and the Interstate Light Rail Line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure, including transit. Findings for Portland Comprehensive Plan Goal 6, Transportation also support this policy.
88. **Policy 6.25, Parking Management**, calls for managing the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality. The plan is consistent with this policy because the area can accommodate the increased growth, no changes to parking regulations or policies are proposed, and because the North Interstate Corridor Street Framework Plan, Criteria and Special Right of Way Standards are intended to enhance opportunities for alternative transportation modes such as public transit, bicycling and walking, thereby reducing the demand for automobile parking.
89. **Policy 6.26, On-Street Parking Management**, calls for managing the supply, operations, and demand for parking and loading in the public right-of-way to encourage economic vitality, safety for all modes, and livability of residential neighborhoods. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Policy 6.25; Parking Management.
90. **Policy 6.27, Off-Street Parking**, calls for regulating off-street parking to promote good urban form and the vitality of commercial and employment areas. The amendments support this policy for the reasons below and for the reasons cited in the findings for Portland Comprehensive Plan Policy 6.25, Parking Management.

91. **Policy 6.28, Travel Management**, calls for reducing congestion, improving air quality, and mitigating the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies. The plan supports this policy for the reasons cited in the findings for State Goal 12, Transportation and Portland Comprehensive Plan Goal 6, Transportation and because the plan includes transportation strategies supporting Transportation Demand Management (TDM) measures.
92. **Policy 6.29, Freight Multimodal Freight System** calls for developing and maintaining a multimodal freight transportation system for the safe, reliable and efficient movement of freight within and through the City. The Plan supports this policy and objectives because the traffic analysis did not indicate significant impacts to the system, therefore not interfering with freight facilities.
93. **Policy 6.30, Truck Mobility**, calls for developing, managing, and maintaining a safe, efficient, and reliable freight street network to serve Freight Districts, commercial areas, and neighborhoods. The Plan supports this policy and its objectives because traffic analysis did not indicate significant impacts to the system, therefore not interfering with freight movement.
94. **Policy 6.31, Truck Accessibility**, calls for improving truck access to and from intermodal freight facilities, industrial and commercial districts, and the regional freight system. The Plan supports this policy and its objectives because traffic analysis did not indicate significant impacts to the system, therefore not interfering with freight movement.
95. **Policy 6.35 North Transportation District** calls for reinforcing neighborhood livability and commercial activity by planning and investing in a multimodal transportation network, relieving traffic congestion through measures that reduce transportation demand, and routing non-local and industrial traffic along the edges of the residential areas. The Plan meets this policy because the increased density is a long a light rail corridor that supports development that proposed alternatives to the automobile.

Below are the North Transportation District Objectives that are relevant to the North Interstate Corridor Plan.

96. **Objective H** encourages development of light rail transit on North Interstate and to the Exposition Center; place stations at major arterials where good feeder bus service can be provided; capitalize on redevelopment opportunities that support light rail; and mitigate potential negative impacts of diversion of automobile traffic onto nearby Neighborhood Collectors and Local Service Traffic Streets. The plan meets this objective because light rail has been constructed and is running and the increased densities in the corridor capitalizes on redevelopment opportunities.
97. **Objective K** supports development of additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways. The Plan supports this objective because implementing the special right-of-way standards will increase bicycle infrastructure opportunities in the area.
98. **Objective L** encourages completing the sidewalk system in North Portland, including enhanced pedestrian crossings on streets with high volumes of vehicle traffic. The plan supports this objective because implementing the special right-of-way standards will allow for completing the sidewalk system.
99. **Goal 7, Energy**, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The North Interstate Corridor Plan is consistent with this goal because it promotes a transit-oriented development pattern in a series of six Metro 2040 station areas. This development pattern is likely to reduce the need for single-occupant vehicle trips. Further, many of the new structures in these areas may be multistory and/or

multi-dwelling, which may reduce energy expended on heating and cooling when compared to a comparable level of development in low-rise and/or detached structures.

109. **Policy 7.4, Energy Efficiency Through Land Use Regulations**, calls for promoting residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources. The North Interstate Corridor Plan supports this policy because the proposed land use pattern makes efficient use of land resources and concentrates development into areas well served by existing and planned transit services and infrastructure. The North Interstate Corridor Plan supports **Objective A** in several ways: (1) it focuses and reinforces transit-oriented mixed-use commercial and residential activities along a light rail alignment through the use of appropriate zones; (2) it focuses high-density, multi-dwelling residential zoning (RH) in locations along Interstate Avenue, Rosa Parks Way, and the area between Interstate Avenue and I-5; (3) it increases housing potential in the area, which is close to employment in the Swan Island Industrial area and the downtown core; (4) it allows for and fosters mixed-use development in a variety of situations throughout the corridor; and (5) in low-density residential areas (R2.5 and R2 zones) it provides opportunities for additional units in single-family homes, and common wall construction of row houses and multi-dwelling units. The Plan supports **Objective C** because it provides for medium- and high-density multi-dwelling residential development as well as mixed-use employment development along the Interstate Avenue MAX light rail alignment.
101. **Goal 8, Environment**, calls for maintaining and improving the quality of Portland's air, water, and land resources, as well as protecting neighborhoods and business centers from noise pollution. The North Interstate Corridor Plan is consistent with this goal because it will facilitate efficient use of land resources along the Interstate Avenue MAX light rail alignment through intensifying development opportunity in an area that is currently urbanized and well served by public facilities.
102. **Policy 8.4, Ride Sharing, Bicycling, Walking, and Transit**, calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. The North Interstate Corridor Plan supports this policy because the plan promotes a development pattern that will enhance opportunities to reach destinations by walking, bicycling, or by transit. Special right-of-way will promote walking and bicycling through enhanced streetscapes.
103. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process, and the implementation, review, and amendment of the Comprehensive Plan. The amendments are consistent with this goal because the planning process included extensive opportunities for citizen involvement. The North Interstate Corridor Plan supports this goal for the reasons found in the findings for Statewide Planning Goal 1, Citizen Involvement.
104. **Policy 9.1, Citizen Involvement Coordination**, calls for encouraging citizen involvement in land use planning projects through coordination with community organizations, availability of planning reports and notice of public hearings. The plan supports this policy because it was developed with feedback and input from representatives of local neighborhood associations and business associations. Other community organizations were informed of the process and given plan updates; participation from these groups and individuals was also solicited. A list of organizations contacted is listed in Appendix B of Exhibit A: *North Interstate Corridor Plan*.
105. **Goal 10, Plan Review and Administration**, requires that Portland's Comprehensive Plan undergo a periodic review to assure that it remains an up-to-date and workable framework for land use development. The North Interstate Corridor Plan supports this policy because it amends the Interstate Corridor zoning pattern to better support the newly constructed (2004) Interstate MAX light rail line.
106. **Policy 10.2, Comprehensive Plan Map Review**, calls for implementing a community and neighborhood planning process for review and update of the Comprehensive Plan Map. The plan

supports this policy because it is a review and amendment to the Comprehensive Plan, at the area and neighborhood plan level.

107. **Policy 10.4, Comprehensive Plan Map**, calls for the Comprehensive Plan Map to be the official long-range planning guide for uses and development in the city. The plan supports this policy through amendments to the Comprehensive Plan Map which guide uses and development within the city and are implemented by the Portland Zoning Code and Zoning Map.
108. **Policy 10.5; Corresponding Zones and Less Intense Zones**, requires that base zones either correspond to the Comprehensive Plan Map designation or be a zone less intense than the corresponding zone. The amendments support this policy because in most cases the applied base zones correspond to the Comprehensive Plan Map designation. In some circumstances, the zoning is less intense than the corresponding Comprehensive Plan Map designation (IR plan designation and R1 zone).
109. **Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures**, requires that all proposed amendments to implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The plan supports this policy because the Planning Commission was briefed on the proposed amendments on March 25, 2008, and took public testimony at a public hearing on April 22, 2008. The Planning Commission held a subsequent work session on May 27, 2008 where it finalized its recommendation, which was forwarded to City Council for a public hearing on July 16, 2008.
110. **Policy 10.7, Amendments to the Comprehensive Plan Map**, requires that amendments be supportive of the overall Comprehensive Plan and Map, be consistent with the Statewide Planning Goals, and be consistent with any adopted applicable area plans. When the amendment is from a residential or urban commercial to another nonresidential designation, the policy requires that there be no net loss of housing units. The amendments support this policy because they do not result in a net loss of housing; overall they increase the potential housing units in the study area. Findings for Policy 4.2, Maintain Housing Potential, also support this policy.
111. **Policy 10.10, Amendments to the Zoning and Subdivision Regulations**, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing, urban city. The North Interstate Corridor Plan supports this policy because it offers clear and concise standards and direction for development. The plan includes Zoning Code amendments that create a plan district for the Interstate Avenue Corridor. The plan district regulations address 1) urban form by regulating the height and floor area ratio in certain areas to implement the plan's urban design concepts; 2) building transitions by requiring larger buildings to "step down" from the property line of lower density zones; and 3) the pedestrian environment by requiring site and building provisions that improve the sidewalk and connections from the sidewalk to the building.
112. **Objective B**, calls for assuring good administration of land use regulations by: keeping regulations simple; using clear and objective standards where ever possible; maintaining consistent procedures and limiting their number; establishing specific approval criteria for all land use reviews; emphasizing administrative procedures for land use reviews; and avoiding overlapping reviews. The plan supports this objective because the regulations of the North Interstate Corridor Plan are limited to situations where they are needed to achieve urban design and development objectives not accomplished through base zone regulations. Most projects in the study area have the choice of meeting the design overlay zone requirements by meeting objective standards.
113. **Policy 10.13, Design Review**, calls for development of recommendations for City Council consideration for additional areas where design review would be appropriate and preparation of design review standards for both existing and proposed areas. The North Interstate Corridor Plan supports this policy because it recommends application of the design overlay zone on all development along Interstate Avenue as well as on all development between Interstate Avenue

east to I-5 to help foster better design, quality and fit of development into the existing neighborhood. Currently the design overlay zone is only applied to the EX and IR. As proposed, the amendments will apply the design overlay to a total of 864 tax lots (137 acres) in the study area. However, of this total, the design overlay was already applied to the underlying Comprehensive Plan designations of 641 tax lots (87 acres) through the 1993 Albina Community Plan. In the Interstate Corridor most applicants have the choice of a standards track or a design review track to meet the requirements of the design overlay zone. The plan provides additional P1, Plan Area Character Statements for projects in the Interstate Corridor that go through a design review.

114. **Goal 11 A, Public Facilities, General**, calls for provision of a timely, orderly, and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The North Interstate Corridor Plan is consistent with this goal because the planned land use pattern and density is generally consistent with the existing planned density in the plan area. The Interstate project's technical advisory group (TAG) advised the City on facility issues, and no facility issues have been identified.
115. **Policy 11.2, Orderly Land Development**, calls for urban development to occur only where urban public facilities and services exist or can be reasonably made available. The plan supports this policy because it focuses transit-oriented and supportive development in the Metro 2040 designated station community areas, where urban public facilities and services, including access to a regional high-capacity fixed rail transit system, currently exists.
116. **Policy 11.4, Capital Efficiency**, calls for supporting maximum use of existing public facilities and services by encouraging higher density development and development of vacant land within already developed areas. The amendments support this policy because they focus development at higher densities along the Interstate Avenue corridor, which is already developed.
117. **Goal 11 B, Public Rights-of-Way**, supports improving Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public right-of-way, implementing street plans, maintaining and improving the city's streets, and allocating limited resources to identified needs of neighborhoods, commerce, and industry. The North Interstate Corridor Plan supports this policy because it includes special right-of-way standards that will form the basis for street improvements to be implemented in phases along the study area.
118. **Policy 11.8, Environmental Sustainability in Transportation**, calls for working toward the city's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways. The plan supports this policy because right-of-way improvements as outlined in the special right-of-way standards will be installed using the latest "green street" guidelines. The increased compact urban development will also allow more people to use alternatives to the automobile.
119. **Policy 11.9, Project Selection**, calls for working toward the city's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways. The North Interstate Corridor Plan supports this policy because it encourages compact, mixed-use development along Metro 2040 designated station community areas, which are well served by transit and are walkable.
120. **Policy 11.10, Street Design and Right-of-Way Improvements**, call for designing improvements to transportation facilities to implement transportation and land use goals and objectives. The North Interstate Corridor Plan supports this policy because it includes special right-of-way standards that will form the basis for street improvements to be implemented in phases along the study area.
121. **Goal 11 C, Sanitary and Stormwater Facilities**, calls for an efficient, adequate, and self-supporting wastewater collection treatment and disposal system which will meet the needs of the public and comply with federal, state, and local clean water requirements. The North Interstate Corridor Plan calls for exploring innovative treatment of stormwater facilities for selected rights-of-

way to provide a more sustainable stormwater management system. Bureau of Environmental Services (BES) has reviewed the amendments and determined the sanitary and stormwater facilities are in place and are currently adequate and can be made adequate to accommodate future development.

122. **Goal 11 F, Parks and Recreation**, calls for maximizing the quality, safety, and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The amendments of the North Interstate Corridor Plan are consistent with this goal because existing parks and designated open space areas are preserved within the plan area.
123. **Goal 11 G, Fire**, calls for the development and maintenance of facilities that adequately respond to the fire protection needs of Portland. This plan is consistent with this goal as it does not call for a change to fire services in the area. Building code requirements will ensure new development addresses fire safety. Two fire stations are located in the Interstate Corridor; Kenton Station #08 at 7134 N. Maryland Avenue in the Arbor Lodge neighborhood and Swan Island Station #24 at 4514 North Maryland Avenue in the Overlook neighborhood.
124. **Goal 11 H, Police**, calls for the development and maintenance of facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible. This plan is consistent with this goal, as it does not call for a change to police service in the area. The area is served by the North Precinct (St Johns) and NE Precinct (MLK Blvd).
125. **Goal 12, Urban Design**, calls for the enhancing Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality, private developments and public improvements for future generations. The North Interstate Corridor Plan is consistent with this goal because it creates an urban design concept that will guide development in the study area and establishes: (1) design review in much of the study area that will address and enhance the quality and design of new development through special P1: Plan Area Character Statements in the Community Design Guidelines; (2) a new plan district that regulates urban form by allowing increased building height and floor area ratio in certain areas; (3) a Neon Sign District to encourage the preservation of mid-20th century signs and the use of neon on properties fronting Interstate Avenue; and (4) special right-of-way standards to improve facilities for bicyclists and pedestrians.
126. **Policy 12.1, Portland's Character**, calls for enhancing and extending Portland's attractive identity by building on design elements, features, and themes identified within the city. This plan supports this policy by establishing a Neon Sign District along Interstate Avenue to encourage the preservation of existing mid-20th century signs and the use of neon in new development.

The amendments to Title 32, Signs and Related Regulations, support this policy and objectives by establishing special regulations for nine distinctive mid-20th century signs along North Interstate. These signs represent a unifying theme along the corridor that is unique because of its history as the main north-south highway (Highway 99) before the construction of I-5 in the 1960s. These signs are emblematic of Interstate's past as Portland's "Route 66," when a number of motels and other amenities for travelers were built and marked by large neon signs. The signs were popular advertising strategies at a time when Americans were traveling by automobile for longer distances than ever before. The neon mid-century signs along Interstate Avenue reflect this period when the diner, bowling alley, and drive-in came into existence, and architecture reflected a number of motifs and themes such as Space-Age, Wild West, tiki, and representational.

The nine distinctive signs have been identified as providing a significant cultural contribution to the area. Although the vision for this area involves redevelopment with a fairly high level of intensity, often occupying much of the site and coming up to the sidewalk, that also means that the signs—and thus an important element of the neighborhood character—will likely be lost. The plan

encourages preservation of these signs as part of an urban environment that is being reshaped by new development projects. To aid this preservation the sign code amendments allow these nine signs to be moved on their site or to an acceptable receiving site without adjustments to the sign code if they are nonconforming.

The commentary for the amendments to Title 32 found in Exhibit A: *North Interstate Corridor Plan* includes more information as to how the sign code amendments meet this policy and objectives.

127. **Policy 12.3, Historic Preservation**, calls for preservation and reuse of historic artifacts as part of Portland's fabric, encouraging development to incorporate preservation of historic structures and artifacts. Objectives A and F encourage preservation of historic resources as part of an urban environment that is being reshaped by new development projects, and preservation of artifacts from structures and sites that are historically, architecturally and/or culturally significant and to seek to reintroduce these artifacts into the City's streetscape and building interiors. The plan supports this policy by implementing a Neon Sign District. Portland Comprehensive Plan findings on Policy 12.1, Portland's Character also support this policy.
128. **Policy 12.6, Preserve Neighborhoods**, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places. This plan supports this policy in several ways. The plan proposes no change to the area outside the plan district area, preserving the stability of established residential areas and smaller commercial nodes. It focuses areas of change and growth into main street areas (Killingsworth and Lombard) and the light rail corridor, and applies Comprehensive Plan Map and Zoning Map designations to promote future development that is appropriate for these locations and supportive of regional and city policies for development in a light rail station community. The amendments also feature appropriate height and floor area ratio transitions from higher- to lower-intensity neighborhoods to support neighborhood quality, attractiveness, and stability.
129. **Policy 12.7, Design Quality**, calls for enhancing Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. The North Interstate Corridor Plan supports this policy because it recommends application of the design overlay zone on all development along Interstate Avenue as well as on all development between Interstate Avenue east to I-5 to help foster better design in the area that is expected to experience significant change. Currently the design overlay zone is only applied to the EX and IR zones. As proposed, the amendments will apply the design overlay to a total of 884 tax lots (137 acres) in the study area. However, of this total, the design overlay was already applied to the underlying Comprehensive Plan designations of 641 tax lots (87 acres) through the 1993 Albina Community Plan. The plan provides additional P1, Plan Area Character Statements for projects in the Interstate Corridor that go through a design review.
130. **Policy 12.8, Community Planning**, calls for considering urban design issues as part of area plans. The North Interstate Corridor Plan supports this policy because it addresses and considers urban design as an integral part of the plan. The plan includes an overall urban design concept map for the corridor and also individual station area concept maps. These urban design concepts are implemented by the zoning pattern, the North Interstate plan district, the P1: Plan Area Character Statements for the Interstate Corridor, and special right-of-way standards.
131. **Objective A**, calls for considering as part of the development of community plans the following urban design issues: the need for new design zones; the protection of significant historical resources; the location of major and minor points of transition, gateways and focal points; the protection and enhancement of scenic resources; the location of existing public attractions; good locations for possible new attractions; the locations of trails, pedestrian paths and bicycle routes and paths; the location of existing open spaces; and the need for new public open spaces. The North Interstate Corridor Plan supports this objective through application of the design overlay to specific zones in the plan area. It also includes an urban design concept map that identifies points of transition, gateways, focal points and attractions; areas of special building height; significant views; locations of pedestrian paths and bicycle routes and paths; and locations of existing open

spaces. The plan also encourages new public open space as part of the redevelopment of the Kenton School site.

132. **Objective D**, calls for including in new community plans conceptual proposals for future development projects that stimulate the imagination and help identify the community plan's development objectives. The North Interstate Corridor Plan supports this objective because it features Station Area Design Concepts that include opportunity sites for future development of housing, commercial, and employment uses; focus areas for pedestrian and bicycle realm improvements; connections to adjacent neighborhood amenities; and potential sites of future iconic or signature development projects.
133. **Objective E**, calls for using the creation of new design districts and zoning standards to reduce the likelihood of conflicts between new and existing developments, and addressing problems that emerge when new infill development is at greater density than existing development. This plan supports this through the design overlay zone and through new plan district regulations that improve the construction quality and fit of new development and reduce the likelihood of conflicts between new and existing development.

Findings on Albina Community Plan Policies

134. The entire study area of the North Interstate Corridor Plan is located within the boundaries of the Albina Community Plan, adopted in 1993 by Ordinance 166786. The North Interstate Corridor Plan meets the following policies of the Albina Community Plan by: (1) implementing the majority of the high-density residential designations established as part of the Albina Community Plan; (2) establishing a zoning pattern and regulatory framework that promotes transit-oriented development and increased the opportunity for residential and employment; and (3) establishing design review on the higher density zones throughout the corridor to ensure quality design and address transition of larger buildings to smaller existing uses.

Policy Area IA, General Land Use, calls for encouraging 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.

Policy Area IE, Transit Supportive Land Use, calls for focusing new development at locations along transportation corridors that offer opportunities for transit-support developments and foster the creation of good environments for pedestrians in these areas.

Policy Area II, Transportation, calls for taking 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.


Policy Area V, Housing, calls for increasing 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.

NOW, THEREFORE, the Council directs:

- a. Exhibit A, Recommended North Interstate Corridor Plan, dated April 2008, is hereby adopted;
- b. The Portland Comprehensive Plan Map and the Zoning Map of the City of Portland is amended as shown in Exhibit A;
- c. Title 33, Planning and Zoning, is amended as shown in Exhibit A;
- d. Title 32, Signs and Related Regulations, is amended as shown in Exhibit A;
- e. Community Design Guidelines, is amended as shown in Exhibit A; and
- f. The commentary and discussion in Exhibit A is hereby adopted as legislative intent and further findings.

Passed by the Council, JUL 23 2008

Mayor Tom Potter
Prepared by: Julia Gisler
June 30, 2008

GARY BLACKMER
Auditor of the City of Portland
By  Deputy