

Portland Development Commission

WILLAMETTE INDUSTRIAL URBAN RENEWAL PLAN

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I. INTRODUCTION

The Willamette Industrial Urban Renewal Area represents the heart of Portland's urban industrial waterfront. Comprised of properties lying on both sides of the Willamette River, this area has historically been a major generator of jobs. While the area retains its industrial character, it faces key challenges which prevent it from achieving its full potential. These challenges include environmental contamination, infrastructure deficiencies, as well as other factors which deter new investment. In light of these challenges, and in light of the serious lack of developable parcels within the entire industrial riverfront, the creation of the Willamette Industrial Urban Renewal Area is a critical component in the City of Portland's efforts to attract new industrial and manufacturing investments which produce good-paying jobs, and to retain and expand existing businesses.

This Urban Renewal Area (URA) represents the culmination of several years of policy planning related to industrial land in the City of Portland. The Economic Development Strategy (adopted by the Portland Development Commission in 2002) identified the formation of an industrial urban renewal area as an important tool in forwarding the City's economic development agenda and in responding to the challenges which the City faces as it attempts to remain competitive in retaining and attracting industrial investment.

Exhibit 1 shows a map of the URA. The Area includes portions of Swan Island and Mocks Bottom on the east side of the Willamette River, as well as properties on the west bank of the River on both sides of the historic rail bridge. The Area contains approximately 751 acres. Almost all of the URA falls within one of two of the City's industrial zones. In adopting this Plan, the City and the Portland Development Commission intend that properties within the URA will remain industrially zoned, and that urban renewal funds will be expended to reinforce the industrial "sanctuary" status of these properties.

Portions of the URA, in particular within the Mocks Bottom sub-area, comprise a significant component of Portland's freight hub, and provide a substantial percentage of the City's jobs in the distribution and logistics industry. This industry, and its central location, plays an important role in the City's and region's economy. The Plan provides PDC with a tool to invest in maintaining the competitiveness of this key targeted industry cluster.

The Willamette Industrial Urban Renewal Plan (the "Plan") authorizes the Portland Development Commission, the Urban Renewal Agency of the City of Portland (the "Commission"), to use urban renewal powers to carry out the goals and objectives of this Plan. The Plan has been prepared pursuant to Oregon Revised Statutes (ORS) Chapter 457, and all applicable laws and ordinances of the State of Oregon and the City of Portland.

II. GOALS

The Plan will help implement the goals and objectives of Portland's Comprehensive Plan that relate to the development of the URA. Unlike other urban renewal areas, the Willamette Industrial Urban Renewal Area is zoned almost exclusively for industrial uses. Urban renewal provides funding to help expand existing and attract new industrial investment that supports the City's economic development agenda. Above all, the Plan is intended to stimulate new private industrial and manufacturing investments that will produce jobs, encourage existing businesses to remain and expand, and generate ancillary business opportunities.

The following are more specific goals that help to amplify the broad intentions of the Plan stated above.

Goal 1 – New Private Investment: Encourage new private investments, either expansion of existing businesses or new business development, that will generate relatively high densities of well-paying jobs.

Goal 2 – Business Retention: Encourage existing businesses within the URA to remain and expand, using various loan and grant programs, permitting assistance, infrastructure improvements, and other projects or programs.

Goal 3 – Attracting New Businesses: Encourage new businesses to invest in the area, through various loan and grant programs, permitting assistance, regulatory compliance, infrastructure improvements, and other programs.

Goal 4 – Business Generation: Encourage business investments that will generate additional business opportunities, such as opportunities for vendors and suppliers in the area.

Goal 5 – Industrial Land Supply: Facilitate business investment by assembling sites of suitable size, location and configuration to help achieve the goals of the Plan, and by removing identified constraints to redevelopment.

Goal 6 – Brownfield Remediation: Foster business investment on sites that contain, or may contain, environmental contamination so that these sites can be returned or enhanced to productive use. PDC assistance may take the form of environmental investigation, permitting assistance, and negotiations with regulatory agencies, and in some cases partial remediation or mitigation. PDC assistance is not, however, intended to remove the obligations, financial or otherwise, of parties responsible for contamination.

Goal 7 – Local Community Benefit: Generate wealth within the surrounding community through partnerships with local education, training, workforce, and contracting organizations. Local wealth creation includes providing both construction and permanent jobs as well as contracting opportunities for area residents and businesses. All new construction that involves PDC funding will be subject to the Commission’s requirements regarding Minority & Women owned businesses, Emerging Small Businesses, and Workforce hiring.

Goal 8 – River Renaissance: In recognition that an enhanced environment and a strong economy are mutually supportive, encourage public improvements and private investment that are supportive of the City’s efforts to carefully coordinate and integrate economic development goals with environmental stewardship goals and efforts, as suggested in the City’s River Renaissance Strategy.

Goal 9 – Sustainability: In accordance with PDC’s Green Building Policy, encourage new private investment and public infrastructure development that incorporates sustainability principles and practices in all aspects of development, including site and building design, demolition and site preparation, construction, and ongoing maintenance and operations.

Goal 10 – Natural Areas: Preserve and enhance natural resources in areas such as the Willamette riverbanks and greenway.

Goal 11 – Public Access: Incorporate visual and physical access to the river for the public via trail spurs or viewpoints. Trail alignment should maintain continuity with the officially designated trail system and be located away from the river’s edge, to allow for river-dependent industrial functions.

Goal 12 – Infrastructure to Support Business Investment: Invest in new or relocated infrastructure improvements (streets and sidewalks, utilities, pedestrian connections, intersections, and so forth) that will strengthen the accessibility of the area, and will help to attract new business investment.

Goal 13 – Central City Industry Competitiveness: Provide resources to invest in modernization and upgrading of distribution and logistics and manufacturing facilities, allowing these industries to maintain the competitive advantage afforded by their central city location.

III. PUBLIC INVOLVEMENT

The goals, policies and projects in this Plan have been developed in consultation with a variety of stakeholder groups, public agencies, local taxing jurisdictions, property and business owners, the Portland Planning Commission, and the general public. In addition, many of the assumptions and recommendations in this Plan are based on the Citywide Industrial Land Inventory and Assessment Study (completed in 2002). This study entailed a two year collaborative process with industrial stakeholders, business and property owners in the City of Portland to assess lands and make recommendations for supporting the industrial sector.

Over the life of the Plan, PDC will continue to solicit public input on all significant issues affecting the URA, in particular the implementation of major projects, short and long term financial planning and the monitoring of plan progress. All Plan amendments will be reviewed and approved by the Commission in a public meeting with notice. In addition, substantial and City Council-approved Plan amendments (see Section XIII) must be approved by the Commission, then adopted by the City Council at public meetings for which public notice is provided in conformance with state law.

IV. URBAN RENEWAL PLAN OUTLINE

The Willamette Industrial Urban Renewal Area is composed of four “sub-areas”: Swan Island and Mocks Bottom (on the east side of the Willamette River), and West Bank-North and West Bank-South, on the west side of the River. Exhibit 1 identifies these four sub-areas. This section of the Plan briefly outlines what activities will be undertaken in these sub-areas.

In all sub-areas, PDC will undertake a variety of activities to accomplish the Plan goals. These activities include providing financial assistance to the expansion of existing businesses and new business investment; assistance in the assessment and remediation of environmental contamination; infrastructure improvements; land assembly; and site preparation. Improvements may include restoration of riparian habitat along the Willamette river bank (as well as along the bank of the Swan Island Lagoon), in order to assist businesses in complying with requirements of the Willamette Greenway, the Stormwater Management Manual and other regulations where applicable. (Under the provisions of the Swan Island Plan District, some waterfront properties in Swan Island and Mock’s Bottom are exempt from greenway review under certain circumstances, in recognition of the particular needs of river-dependent industries; a mitigation plan is required in lieu of the greenway review).

The remainder of this subsection briefly describes the four sub-areas, and the opportunities for development or redevelopment within each sub-area. Urban renewal is a critical element in optimizing these opportunities, thereby satisfying the goals of this Plan. Without urban renewal, it is highly unlikely that the level of intensity of redevelopment called for in the Plan will occur.

Swan Island: Approximately 192 acres (roughly the northern two thirds) of Swan Island fall within the URA. The southern third of Swan Island is within the Interstate Corridor Urban Renewal Area. Originally a low-lying wooded island with channels running on both its east and west sides, the Port of Portland purchased Swan Island in the 1920s for the purpose of raising the elevation of the Island, and connecting it to the east bank of the River using dredge material from a deepened navigation channel. Those portions of Swan Island within the Willamette Industrial URA feature several major improvements and land holdings, including the Cascade General property and related ship repair companies, Freightliner's Engineering buildings, and a Port-owned approximately 30 acre vacant parcel directly abutting the riverfront. Some of these sites are vacant or largely under-utilized. Key opportunities include encouraging more intensive utilization of these parcels, as well as enhancements to portions of the riverbank which borders three sides of Swan Island. The Cascade General holdings within this sub-area include "submerged lands", including dock facilities that could be the subject of substantial new investment.

Mocks Bottom: This is the largest of the sub-areas within the URA, totaling 360 acres. Note that for the purpose of this Plan, "Mocks Bottom" includes all industrial lands lying between the Swan Island Lagoon and Mocks Bluff. Mocks Bottom includes "Mocks Landing", which is limited to properties on the east side of the main rail line. Major employers in Mocks Bottom include Freightliner's Truck Plant, United Parcel Service, Federal Express, Andersen Construction, and the U.S. Coast Guard. Recent major improvements include the construction of a bridge over the Union Pacific Railroad's main line, which provides access to the northeasterly portion of Mocks Bottom, opening these areas up to development over the last two decades.

The western edge of Mocks Bottom consists of the Swan Island lagoon, which is characterized by a mix of vegetated bank (with a beach during periods of low water) and a variety of docks. Curving along the north and east edge of Mocks Bottom is a steep bluff, beyond which lie the Overlook and University Park neighborhoods (including the University of Portland).

Much of this sub-area has been developed and there are few vacant sites. However, some of these developed properties could be more fully utilized, by targeting urban renewal funds to projects which entail the modernization, expansion or more efficient utilization of these developed properties. Urban renewal could also serve to assist new development in satisfying various regulatory requirements, related for instance to improvements to the shore of Swan Island lagoon (which forms the western edge of Mocks Bottom).

West Bank – North: The 79 acre Siltronic property is the sole land holding in this sub-area. This site includes the "Fab 1" plant developed in 1979-1980, with "Fab 2" added in 1995. A proposed new fabrication plant would adjoin these two earlier plants, representing an investment of approximately \$466 million and employing 500 people. Urban renewal funds will be an essential component of this project's funding. The Siltronic ownership within this sub-area includes approximately 20 acres of additional undeveloped land, for which urban renewal funds could serve to assist in redevelopment.

West Bank – South: To the south of the Siltronic site and the Railroad Bridge lie several now-abandoned industrial sites, which are severely contaminated. The major businesses historically located in this approximately 120 acre sub-area included Atofina Chemicals, and Rhone-Poulenc. Urban renewal funding is necessary to leverage private investment within this sub-area due to the level of environmental contamination present. Urban renewal funds could also assist in the construction of new streets and other infrastructure which may be necessitated by new development.

V. URBAN RENEWAL AREA MAP AND LEGAL DESCRIPTION

Exhibit 1 is a map of the boundary of the URA. Exhibit 2 contains the narrative legal description of the boundary.

VI. URBAN RENEWAL PROJECTS

In order to achieve the objectives of this Plan, the following activities will be undertaken by the Commission, in accordance with applicable Federal, State, County and City laws, policies and procedures, and in accordance with the goals and objectives of this Plan. General authority for categories of projects and programs is included herein, as well as specific information on projects that are anticipated at the time of Plan adoption. These projects and programs constitute the projects which PDC will employ for the purpose of implementing the Plan goals. These projects may be modified, expanded, or eliminated as needed to meet the objectives of the Plan, subject to Section XIII, Amendments to the Plan.

A. Development, Redevelopment and Rehabilitation Assistance

The Commission may establish and administer loans and grant programs to assist property owners in developing, redeveloping, or rehabilitating property within the Area to achieve the goals of the Plan. These loans or grants may include financial assistance to improve older buildings to meet current code standards (including seismic standards); assist in the assessment, permitting, and possible mitigation or remediation of environmental conditions (provided that PDC does not intend to assume the obligations of responsible parties); assess the feasibility of development or redevelopment; assist in the construction of structured parking or other improvements to allow for the intensification of under-utilized sites; and other programs to eliminate blight in the area.

The following are specific Commission-adopted programs and activities that the Commission will utilize in the Willamette Industrial URA in support of business investment to implement the goals of the Plan:

- *Economic Opportunity Fund:* This program assists in the expansion of existing businesses and provides assistance for new businesses wishing to locate within the URA. Eligibility and specific amount of financial assistance are based upon a variety of factors. Special consideration is given to businesses that exhibit high economic impact, removal of blight, fall within one of the Commission's targeted industries (which include metals, high technology, transportation equipment, and distribution and logistics), and/or incorporate green building/sustainable building practices. Qualifying expenditures include infrastructure, permit fees, system development charges, sustainability investments, tenant improvements, and manufacturing improvements.
- *Quality Jobs Program:* This is a forgivable loan program targeted to businesses that pay better than average wages, and that feature relatively high job densities. Qualifying expenditures include physical improvements and infrastructure. To qualify for this program, businesses must pay wages averaging 200% of Oregon's minimum wage.
- *Deferred Loan Program:* This is a flexible financing tool targeted towards small businesses looking to expand within the URA.
- *Industrial Development Opportunities Services Program:* This is a matching grant fund intended to help business and property owners conduct preliminary feasibility analyses for possible redevelopment of their properties. Eligible expenditures include architecture, planning, appraisals, environmental assessments, and market feasibility studies.

In addition to these financial tools, PDC will provide a variety of technical services to help achieve the goals of the Plan, such as assistance in obtaining other funding sources (above and beyond urban renewal funds); assistance in obtaining permits; and so forth. This assistance will be provided in conjunction with partner agencies including the Bureau of Development Services and the Bureau of Environmental Services.

Over time, the Commission anticipates developing other specific programs and rules and regulations for their administration, to ensure that urban renewal funds are used properly and for their agreed upon purposes. The Commission shall adopt a minor amendment to the Plan to establish such future program(s), together with a statement of the estimated costs to support the programs. Amendments to the program(s) that do not change the estimated costs, or the adoption or amendment of rules and regulations implementing the program(s), shall not be considered changes to the Plan.

The Commission intends to provide financial assistance, in the form of loans, grants, infrastructure, and/or permitting and technical assistance, to a proposed new approximately 250,000 square foot silicon wafer fabrication plant to be built by the Siltronic Corporation, on property located within the West Bank-North sub-area.

B. Land Acquisition, Improvement and Disposition for Redevelopment Projects

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

C. Public Improvements

The Commission may undertake public improvements that support the goals of this Plan. Public improvements include the design, construction, reconstruction, repair or replacement of sidewalks, streets, transit systems and other improvements to better manage transportation demand, parking, parks and open space, resource enhancement, pedestrian amenities, on-street and off-street trails, landscape features, riverbank restoration, public viewpoints, water, sanitary sewer and storm sewer facilities and other public infrastructure investments that advance the goals of this Plan.

Commencement of a project that includes a public building shall be authorized by minor amendment to this Plan, which shall establish the level of benefit to the Plan area as required in ORS 457.085 (j).

D. Planning

The Commission may undertake planning activities which relate to projects designed to further the objectives of the Plan, whether or not such planning ultimately results in a project being constructed or funded.

Following adoption of the Plan, and no later than December 31, 2004, the Commission will convene a URA Implementation Strategy Task Force, consisting of property and business owners, as well as representatives from the Port of Portland, the Portland Business Alliance, and the Portland Bureau of Planning. The work of the task force will be coordinated with agencies such as the Portland Department of Transportation, the Bureau of Environmental Services, and the Department of Environmental Quality. The purpose of this Task Force is to assist the Commission in the creation of an Implementation Strategy, the primary purpose of which is to articulate priorities for expenditures over the life of the URA. The Implementation Strategy, which the Commission anticipates would be completed by June, 2005, will incorporate consideration of such factors as:

- Affirmation of the intent of this Plan, that the substantial majority of urban renewal funds over the life of the plan will be committed to investments that directly assist business (business loans and grants, infrastructure improvements necessitated by redevelopment or upgrades to existing development, and the like). The allocation of funds will be in general accord with allocation set forth in Exhibit 2 to the Report accompanying the Plan.
- The strategic targeting of urban renewal funds to support existing businesses, particularly those businesses in such core industry clusters as distribution and logistics, and transportation equipment manufacturing.
- Assistance in addressing the regulatory requirements which new development or redevelopment of existing businesses face, such as new stormwater requirements, Willamette Greenway or environmental overlay zone requirements, and the like.
- Targeted infrastructure improvements with the goal of balancing new job-generating business investments with enhanced transportation capacity, so as to not threaten the accessibility which is so important to the ongoing viability of businesses in the URA.
- Increasing the efficiency of the existing transportation infrastructure and reduce traffic impacts on adjacent neighborhoods through transportation demand strategies that facilitate the movement of freight by expanding transportation options for area employees. Infrastructure projects should address freight movement constraints and/or expand transportation options and reduce the volume of single occupancy vehicles.
- Focusing how urban renewal funds can strategically assist in the redevelopment of environmentally contaminated sites. As noted elsewhere in this plan, PDC does not attend to assume the obligations of parties responsible for contamination. However, urban renewal funds may be strategically targeted to regulatory coordination; future liability insurance; and, in limited circumstances, remediation and/or mitigation.

E. Administration

The Commission is authorized to expend funds, subject to other provisions of law, to carry out the objectives of the Plan. This includes staff and office expenses, legal, consulting, and other services, and necessary overhead expenses.

VII. PROPERTY ACQUISITION POLICIES AND PROCEDURES

It is the intent of this Plan to acquire property within the Area, if necessary, by any legal means to achieve the goals of this Plan. Specifically, property acquisition is authorized when the acquisition is from willing sellers or when the acquisition is accomplished by eminent domain. The Commission may acquire property for either public improvements or for disposition and redevelopment.

At the time of Plan adoption, no specific property has been identified for acquisition. However, property acquisition, including limited interest acquisition, is hereby made a part of this Plan and may be used to achieve the Plan goals. Accordingly the Commission may use any of its statutory authority in carrying out the following projects:

A. Property Acquisition from Willing Sellers

For projects authorized by the Plan, the Commission may acquire property from owners that wish to convey title. Prior to acquiring such property, the Commission shall adopt a minor plan amendment identifying the property, finding that the acquisition thereof is necessary to achieve the goals of the Plan, and indicating an anticipated disposition of the property and a schedule for acquisition and disposition.

B. Property Acquisition by Eminent Domain for Public Improvements.

The Commission may use all legal means including eminent domain to acquire property for public improvement projects specifically described in the Plan. These improvements shall be located within public rights of way or on land that will remain in public ownership. Prior to acquiring such property, the Commission shall adopt a minor plan amendment identifying the property, finding that the acquisition thereof is necessary to achieve the goals of the Plan, and finding also that the public improvement project for which the acquisition is made is authorized by the Plan.

C. Property Acquisition by Eminent Domain for Disposition and Redevelopment.

The Commission may use all legal means including eminent domain to acquire property for disposition and redevelopment. Property to be acquired by eminent domain, or under the threat of eminent domain, for disposition and redevelopment shall be identified as such by means of a Council-approved amendment as set forth in Section XIII (B) of the Plan.

VIII. PROPERTY DISPOSITION POLICIES AND PROCEDURES

A. Property Disposition

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

All real property acquired by the Commission for redevelopment in the Area shall be disposed of for development for the uses permitted in the Plan at its fair re-use value. All persons and entities obtaining property from the Commission shall use the property for the purposes designated in this Plan, and shall commence and complete development of the property within a period of time which the Commission fixes as reasonable, and shall comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan.

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

B. Redeveloper's Obligations

Any person or entity that acquires Commission property within the URA ("Redeveloper"), and the Redeveloper's successors and assigns, in addition to the other controls and obligations stipulated and required of the Redeveloper by the provisions of this Plan, shall also be subject to such requirements as may be determined by the Commission, including, but not limited to:

1. The Redeveloper shall obtain necessary approvals of proposed developments from all federal, state and/or local agencies which may have jurisdiction on properties and facilities to be developed within the Area.
2. The Redeveloper and the Redeveloper's successors or assigns shall develop such property in accordance with the land use provisions and building requirements specified in this Plan.

3. The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Commission for plan and design review and distribution to appropriate reviewing bodies as stipulated in this Plan and existing City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of existing City codes and ordinances.
4. The Redeveloper shall accept all conditions and agreements as may be required by the Commission in return for receiving financial assistance from the Commission.
5. The Redeveloper shall commence and complete the development of such property for the uses provided in this Plan within a reasonable period of time as determined by the Commission.
6. The Redeveloper shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the real property or part thereof is restricted upon the basis of age, race, color, religion, sex, sexual orientation or national origin in the sale, lease or occupancy thereof.
7. The Redeveloper shall maintain developed and/or undeveloped property under Redeveloper's ownership within the area in a clean, neat, and safe condition, in accordance with the approved plans for development.

IX. RELOCATION POLICIES AND PROCEDURES

If in the implementation of this Plan, persons or businesses should be displaced by the action of the Commission, the Commission will provide assistance in finding replacement facilities to those persons or businesses displaced. Such displacees will be contacted to determine their individual relocation needs. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 35.500-35.530 (which replaced ORS 281.045-281.105), the Commission's adopted Relocation Regulations in effect at the time of relocation, and any other applicable laws or regulations. The Commission's Relocation Regulations in effect at the time of Plan adoption were adopted on September 16, 1998 by Resolution No. 5169.

The Commission maintains information in its office relating to the relocation programs and procedures, including eligibility for and amounts of relocation payments, services available and other relevant matters.

X. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

ORS 457.095 (3) requires that a City's governing body find that an urban renewal plan conforms with the City's Comprehensive Plan. Portland's Comprehensive Plan contains goals, policies, and objectives that apply to the entire city. It became effective on January 1, 1981, and was last revised July 2004. In addition to the goals and policies of the Comprehensive Plan, other area-specific plan documents apply: The Willamette Greenway Plan, the Guild's Lake Industrial Sanctuary Plan, and the Albina Community Plan. The following plan goals, policies, and objectives apply to the Willamette Industrial Urban Renewal Area:

A. Portland Comprehensive Plan

Citywide Goal 1: Metropolitan Coordination

The Comprehensive Plan shall be coordinated with federal and state law and support regional goals, objectives and plans adopted by the Columbia Region Association of Governments and its successor, the Metropolitan Service District, to promote a regional planning framework.

Policies

1.4 Intergovernmental Coordination

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

Response: The Plan is consistent with the Metropolitan Coordination Goal. PDC has engaged public agencies in the formulation of this Plan, and intends to continue this coordination over time as the Plan is implemented in accordance with Section III of the Plan.

Citywide Goal 2: Urban Development

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

Policies

2.2 Urban Diversity

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

2.7 Willamette Greenway Plan

Implement the Willamette River Greenway Plan which preserves a strong working river while promoting recreation, commercial and residential waterfront development along the Willamette south of the Broadway Bridge.

2.14 Industrial Sanctuaries

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

2.19 Infill and Redevelopment

Encourage infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. Encourage infill and redevelopment in the Central City, at transit stations, along Main Streets, and as neighborhood infill in existing residential, commercial and industrial areas.

2.26 Albina Community Plan

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

Response: The Plan is consistent with this Comprehensive Plan goal and objectives. The goals of the Urban Renewal Plan (set forth in Section II) encourage urban infill development. The Plan also acknowledges the imperative that new development comply with applicable requirements of the Willamette Greenway regulations and of the Albina Community Plan District.

Citywide Goal 5: Economic Development

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

Policies

5.1 Urban Development and Revitalization

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

Objectives:

- A.** Ensure that there are sufficient inventories of commercially and industrially-zoned, buildable land supplied with adequate levels of public and transportation services.

- C.** Retain industrial sanctuary zones and maximize use of infrastructure and intermodal transportation linkages with and within these areas.

- F.** Recognize and support environmental conservation and enhancement activities for their contribution to the local economy and quality of life for residents, workers and wildlife in the city.

5.2 Business Development

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

5.4 Transportation System

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

5.8 Diversity and Identity in Industrial Areas

Promote a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland.

5.9 Protection of Non-industrial Lands

Protect non-industrial lands from the potential adverse impacts of industrial activities and development.

5.12 Guild's Lake Industrial Sanctuary Plan

Encourage the economic stability of the Guild's Lake Industrial Sanctuary, maintain its major public and private investments in multimodal infrastructure, protect its industrial lands and job base, and enhance its capacity to accommodate future industrial growth by including the Guild's Lake Industrial Sanctuary Plan as part of this Comprehensive Plan.

Response: The Plan is consistent with this Comprehensive Plan goal and objectives. The goals of the Urban Renewal Plan (set forth in Section II) address the intention of assisting in new business investment, including attracting new businesses to the URA as well as encouraging existing businesses to remain and expand. The Plan authorizes funding for transportation improvements to support business investment. It also is intended to maintain the industrial sanctuary character of the URA.

Citywide Goal 6: Transportation

Develop 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.

Policies

6.1 Coordination

Coordinate with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services.

TRANSPORTATION FUNCTION POLICIES:

6.12 Regional and City Travel Patterns

Support the use of the street system consistent with its state, regional, and city classifications and its classification descriptions.

6.15 Transportation System Management

Give preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system.

6.16 Access Management

Promote an efficient and safe street system, and provide adequate accessibility to planned land uses.

LAND USE AND TRANSPORTATION POLICIES:

6.17 Coordinate Land Use and Transportation

Implement 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.

PEDESTRIAN AND BICYCLE POLICIES:

6.22 Pedestrian Transportation

Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit.

6.23 Bicycle Transportation

Make 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.

PUBLIC TRANSPORTATION POLICY:

6.24 Public Transportation

Develop 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.

PARKING AND DEMAND MANAGEMENT POLICIES:

6.25 Parking Management

Manage the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality.

6.27 Off-Street Parking

Regulate off-street parking to promote good urban form and the vitality of commercial and employment areas.

6.28 Travel Management

Reduce congestion, improve air quality, and mitigate the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies.

FREIGHT, TERMINALS, AND TRUCK POLICIES:

6.29 Freight Intermodal Facilities and Freight Activity Areas

Develop and maintain an intermodal transportation system for the safe, efficient, and cost-effective movement of freight, goods, and commercial vehicles within and through the City on Truck Streets and for access and circulation in Freight Districts.

6.30 Truck Movement

Provide a complete, safe, and reliable system of Major and Minor Truck Streets for local truck movement, connecting Freight Districts, intermodal facilities, and commercial areas.

TRANSPORTATION DISTRICTS POLICIES:

6.34 North Transportation District

Reinforce 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.

Objectives:

- A. Improve truck and freight movement in North Portland through changes to the street system, street classifications, and signing to enhance the economic vitality of the area and minimize impacts on residential, commercial, and recreational areas.
- F. Support improvements to transit service that will link North Portland to areas outside the downtown, especially to the Rose Quarter transit center and industrial areas within and outside the district.
- G. Encourage transit coverage and frequency improvements, as well as bus stop improvements, within the district and within commercial and employment centers, including Portland International Raceway, Swan Island, and Rivergate.
- K. Develop additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland bikeways.
- L. Complete the sidewalk system in North Portland, including enhanced pedestrian crossings on streets with high volumes of vehicle traffic.
- M. Consider extension of the Willamette Greenway Trail south from its current designation that ends at Edgewater and connecting to the trail on Swan Island, following the outcome of a feasibility study.

6.39 Northwest Transportation District

Strengthen the multimodal transportation system in the Northwest District by increasing public transit use, encouraging transportation demand management measures, and improving pedestrian and bicycle access.

Objectives:

- A. Incorporate pedestrian and bicycle access improvements into all transportation projects, especially along arterials and at crossing locations.
- B. Preserve and enhance freight mobility and industrial access in the Freight District by maintaining or improving truck operations on Front Avenue, Yeon Avenue, Nicolai Street, St. Helens Road, and the 114th and 16th Avenues couplet.

Response: The Plan supports this Comprehensive Plan goal, policies and objectives. It reinforces the industrial character of the area, thereby acknowledging the City's intention to support the industrial sanctuary through the provision of adequate streets and other infrastructure. The Plan also provides for funding of transportation improvements, including streets and sidewalks, with the intention of thereby assisting business investment (See Goal 11 in Section II of this Plan).

Goal 7 Energy

Promote a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000.

Policies

7.5 Energy Efficiency in Commercial and Industrial Facilities

The City shall encourage energy efficiency in existing commercial buildings and institutions by facilitating utility, local, state, and federal financial and technical assistance.

7.6 Energy Efficient Transportation

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

7.8 Energy Supply

The City shall promote conservation as the energy resource of first choice. The City shall also support environmentally acceptable, sustainable energy sources, especially renewable resources such as solar, wind, hydroelectric, geothermal, biomass (wood, farm and municipal waste), cogeneration, and district heating and cooling.

7.9 Waste Reduction and Recycling

The City shall promote energy-saving activities such as 1) reduced use of excess materials, such as packaging; 2) recovery of materials from the waste stream for direct reuse and remanufacture into new products; 3) recycling; and 4) purchase of products made from recycled materials.

Response: The Plan is supportive of this Comprehensive Plan goal, by encouraging business investment in areas which currently enjoy ample access in a variety of modes. This contrasts with, for instance, new business investment on the periphery of the region, which would necessitate heavy new infrastructure investment and would also entail an inefficient use of energy.

Goal 8: Environment

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

WATER QUALITY Policies

8.7 Land Use and Capital Improvements Coordination

Maintain coordination of land use planning and capital improvement to insure the most efficient use of the city's sanitary and stormwater run-off facilities.

8.8 Groundwater Protection

Conserve domestic groundwater and surface water resources from potential pollution through a variety of regulatory measures relating to land use, transportation, and hazardous substances.

LAND RESOURCES Policies

8.11 Special Areas

Recognize unique land qualities and adopt specific planning objectives for special areas.

Objective:

H. Willamette River Greenway

Protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the city's Willamette River Greenway Plan.

8.14 Natural Resources

Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions.

8.15 Wetlands/Riparian/Water Bodies Protection

Conserve significant wetlands, riparian areas, and water bodies which have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation, and fish and wildlife habitat. Regulate development within significant water bodies, riparian areas, and wetlands to retain their important functions and values.

Response: The Plan is supportive of environmental goals and objectives including sustainable development and preservation and enhancement of natural resources. New development will be encouraged to incorporate low impact designs that reduce impact of stormwater on the Willamette River. Urban renewal funds can also assist with riparian resource enhancements as required in conjunction with new development or redevelopment.

Goal 9: Citizen Involvement

Improve the method for citizen involvement in the on-going land use decision-making process and provide opportunities for citizen participation in the implementation, review and amendment of the adopted Comprehensive Plan.

Policies

9.1 Citizen Involvement Coordination

Encourage citizen involvement in land use planning projects by actively coordinating the planning process with relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public hearings to neighborhood associations, business groups, affected individuals and the general public.

Response: The formation of the Plan entailed public involvement, and PDC will continue to involve the public in the implementation of the Plan, as required in Section III.

GOAL 11A: Public Facilities

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

GOAL:11B Public Rights-of-Way

Improve the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry.

Policies

11.9 Project Selection

Through the capital improvement program process, give priority consideration to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability.

Response: The Plan supports public facility goals of the City, by providing a funding source for infrastructure investments that will in turn support new business investment.

B. Willamette Greenway Plan

Goal

The goal of the Willamette Greenway Plan is to protect, conserve, maintain, and enhance the scenic, natural, historical, economic, and recreational qualities of lands along the Willamette River. The Plan addresses the quality of the natural and human environment along the river. The Willamette River and the lands adjacent to it are a unique and valuable natural resource which require special protection. The Plan is part of Portland's Comprehensive Plan.

Objectives

C. To restore the Willamette River and its banks as a central axis and focus for the City and its neighborhoods and residents.

D. To increase public access to and along the Willamette River.

To achieve this, the Greenway Plan identifies a continuous recreational trail extending the full length on both sides of the Willamette River, but not necessarily adjacent to the river for the entire length. The Greenway Plan also identifies trail and river access points, viewpoints and view corridors, and provides direction as to their design. The purposes to be achieved by designating and requiring property owners to dedicate right-of-way or recreational trail easements include increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems and helping to create a pleasant, aesthetically pleasing urban environment.

E. To conserve and enhance the remaining natural riverbanks and riparian habitat along the river.

To achieve this, the Greenway Plan identifies significant wildlife habitat along the river which is to be preserved, and requires the conservation of wildlife habitat where practical. The Greenway Plan requires the development and restoration of riparian habitat and encourages the use of natural bank treatments, particularly in areas of low human use. The Greenway Plan encourages the use of native plants. The Greenway Plan requires landscape review, and provides direction on riverbank and landscape treatment.

F. To provide an attractive quality environment along the Willamette River.

To achieve this, the Greenway Plan includes design guidelines which require public and private developments to complement and enhance the riverbank area, particularly with regard to riverbank treatment, landscape enhancement, and the relationship of buildings to the Greenway Trail, access points, viewpoints, and view corridors.

G. To maintain the economic viability of Portland's maritime shipping facilities, based on the overall economic importance of deep-channel shipping to Portland's and Oregon's economy.

H. To reserve land within the Greenway for river-dependent and river-related recreational uses.

To achieve this, the Greenway Plan provides an overlay zone reserved primarily for river-dependent and river-related recreational uses.

Response: The Plan supports the Willamette Greenway Plan and its related goals and objectives. The Plan goals recognize the importance of integrating suitable greenway improvements into new development, and it also provides a funding source to assist businesses in complying with Greenway standards as applicable.

C. Albina Community Plan

The Albina Community Plan, including its associated Neighborhood Plans, was adopted by City Council on September 30, 1993. It articulates, in more detail than the citywide Comprehensive Plan, a vision for the revitalization of much of north and northeast Portland, including the Swan Island and Mock's Bottom sub-areas of the Willamette Industrial Urban Renewal Area. The Willamette Industrial Urban Renewal Plan is structured to implement the following policy language from the Albina Community Plan.

Land Use Policies

General Land Use

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

Economic Development

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

Transportation Policies

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

Objective 10

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

Business Growth and Development Policies

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

Policies

A Business Investment and Development

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

B Commercial, Institutional and Employment Centers

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

C: Household Income and Employment

Use public resources to stimulate the creation of new sources of household income and family-wage employment for community residents.

Focus economic development activities to produce the greatest positive impact on those portions of Albina suffering most severely from under-utilization of human resources.

Jobs and Employment Policy

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

Environmental Values Policy

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

Response: The Plan is supportive of the applicable sections of the Albina Community Plan. The Plan is intended to result in business investment (for both new business development as well as existing businesses) that will provide extensive new employment opportunities for residents in the nearby neighborhoods within the Albina Community Plan District.

D. Guild's Lake Industrial Sanctuary Plan

Jobs and Economic Development Policy Statement:

Maintain and expand industrial business and employment opportunities in the Guild's Lake Industrial Sanctuary. Stimulate investment in the area's public and private infrastructure and industrial facilities.

Objectives:

1. Provide new employment opportunities by reusing or redeveloping reclaimed, underutilized and vacant land and buildings in the GLIS.
2. Foster a business and public policy environment that promotes continued private and public sector investments in infrastructure, facilities, equipment and jobs.
3. Enhance the GLIS as a competitive and forward-thinking industrial area by fostering innovative and environmentally-sensitive industrial projects and practices that improve the operational efficiency of GLIS firms while conserving natural resources and reducing pollution.

Transportation Policy Statement:

Maintain, preserve and improve the intermodal and multimodal transportation system to provide for the smooth movement of goods and employees into and through the Guild's Lake Industrial Sanctuary.

Objectives:

1. Maintain, protect, and enhance the public and private multimodal transportation investments in the GLIS, including rail and marine terminal facilities, to ensure its continued viability as a major center for the import and export of industrial products in the state of Oregon.
2. Maintain operational characteristics on roads and at intersections that support truck movements and industrial economic growth, while accommodating traffic, transit, and emergency access needs.
3. Minimize traffic conflicts between industrial and nonindustrial uses.
4. Manage congestion on highways and roads within the GLIS through regional and area-wide systems planning and maximize the efficiency of transportation facilities for all modes of travel, with the participation of private industry.
5. Develop alternative transportation options for employees of the GLIS, including transit, carpools, bicycling, and walking to reduce parking needs, vehicle emissions, and congestion levels.

6. Locate safe pedestrian and bicycle routes within the GLIS that minimize conflicts with industrial traffic. Improve pedestrian and bicycle connections to nearby residential areas to reduce congestion levels and auto emissions, preserve capacity of the street system, and reduce parking needs.

Land Use Policy Statement:

Preserve and protect land primarily for industrial uses, and minimize land use conflicts in the Guild’s Lake Industrial Sanctuary. Allow compatible nonindustrial uses within the GLIS that provide retail and business services primarily to support industrial employees and businesses.

Objectives:

1. Preserve the overall industrial character of the Guild’s Lake Industrial Sanctuary.
2. Preserve the physical continuity of the area designated as Industrial Sanctuary within the Guild’s Lake Industrial Sanctuary.
3. Minimize conflicts between industrial and nonindustrial land uses.
4. Prohibit new residential uses within the GLIS.
5. Allow the provision of support services to employees and businesses in the GLIS to reduce trips outside of the GLIS.
6. Preserve the GLIS’s Willamette River waterfront as a location for river-dependent and river-related industrial uses.
7. Recognize the Willamette River as a valuable economic, transportation, natural, and recreational resource for the entire city. Coordinate *GLIS Plan* policies and implementation measures with ongoing and future citywide planning efforts that address the significance of the river and the city’s industrial land supply.
8. The industrial character and economic viability of the Guild’s Lake Industrial Sanctuary must continue to be the priority when considering the public need for expanded access to the river. Design and implement any greenway enhancements along the river so as to avoid or minimize negative impacts on industrial operations.
9. Contribute to the maintenance and enhancement of all of Northwest Portland as a diverse urban environment that includes opportunities for housing, commercial services, and industrial employment in relatively close proximity.

Response: The Plan is supportive of the Guild’s Lake Industrial Sanctuary Plan, primarily because the Plan is intended to stimulate business investment consistent with the industrial sanctuary character of the area.

XI. LAND USE PLAN

Land use within the Area is governed by the City of Portland's Comprehensive Plan and implementing ordinances. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend Section XI of this Urban Renewal Plan, as applicable, without the necessity of any further formal action. This Section XI and Exhibit 3 (Comprehensive Plan and Zoning Designations) shall thereafter incorporate the relevant amendments, additions or deletions. On Exhibit 3 all areas have the same designation under the Comprehensive Plan Map and Zoning Map. To the extent this Section XI and Exhibit 3 conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern.

A Comprehensive Plan and Zoning Designations

The comprehensive plan and zoning designations (as defined within Title 33, Planning and Zoning Code of the City of Portland) which apply within the Area are shown in Exhibit 3 and are listed below. These designations are modified by overlay zones (indicated by small letters) and Plan Districts, as set forth below:

IG2	General Industrial
EG2	General Employment
IH	Heavy Industrial
R2	Multi-Dwelling
c	Environmental Conservation Overlay
i	River Industrial Overlay
g	River General Overlay
n	River Natural Overlay
p	Environmental Protection Overlay
	Albina Community Plan District
	Guild's Lake Industrial Sanctuary Plan District
	Swan Island Plan District

A. Additional Land Use Provisions

The following are in addition to conditions, limitations or restrictions previously identified in this Section XI.

1. The Commission shall facilitate coordination of regulatory procedures related to applications for land use approvals of all private and public development activities for which it provides financial assistance.

2. The Commission shall be notified of land use requests (greenway permits, conditional uses, zone changes and comprehensive plan map amendments, and so forth) within the Area.

3. Plan and Design Review of private and public development shall be as follows:

(a) Within the Area, Plan and Design Review shall follow procedures established in Title 33, Planning and Zoning Code of the City of Portland

(b) Redevelopers, as defined in this Plan, shall comply with the Redeveloper's Obligations, Section VIII (B) of this Plan, which provides for supplementary plan and design review by the Commission.

XII. PLAN FINANCING

The Commission is authorized to finance the projects contained in the Plan using all legal sources of funding and specifically including funds raised under Article IX, Section 1c of the Oregon Constitution as authorized in Chapter 457 of Oregon Revised Statutes.

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues, described in more detail below;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

Revenues obtained by the Commission will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing

The Plan may be financed, in whole or in part, by funds allocated to the Commission as provided in section 1c, Article IX of the Oregon Constitution and ORS 457.420 through ORS 457.450. To the extent practical, the Commission shall seek a balance between revenues and expenditures of tax increment funds within each of the four sub-areas of the URA.

C. Maximum Indebtedness

The maximum indebtedness that may be issued or incurred under the Plan is \$200,000,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebted

D. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Commission or the City of Portland in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

XIII. AMENDMENTS TO THE PLAN

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

A. Substantial Amendments

Substantial amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.
- Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.

Substantial amendments shall require the same notice, hearing and approval procedure required of the original Plan, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing notice of which is provided to individual households within the City of Portland.

B. Council-Approved Amendments

Council-approved amendments consist solely of the following amendments:

- Material changes to the Goals of the Plan.
- Addition or expansion of a project, which adds a cost in 2004 dollars of more than \$750,000 and which is materially different from projects previously authorized in the Plan.
- Identification of a property to be acquired for private redevelopment through eminent domain.

Council-approved amendments require approval by the Portland Development Commission by resolution and by the City Council, which may approve the amendment by resolution. Council-approved amendments do not require the same notice as required for the formation of a new Plan or for substantial amendments to the Plan.

C. Minor Amendments

Minor amendments are amendments that are not substantial or Council-approved amendments. Minor amendments are effective upon adoption by the Portland Development Commission by resolution.