

Summary Review:

***Portland Policies that Impact  
Neighborhood Healthy Eating  
& Active Living Opportunities***

Draft 5.21.10

Prepared by Rosemarie Cordello for  
Community Health Partnership: Oregon's Public Health Institute.  
Project support from Amy Gilroy, Noelle Dobson, Heidi Guenin.



Portland Policies that Impact Neighborhood Healthy  
Eating and Active Living (H.E.A.L) Opportunities.  
(Draft 5.21.10)

**Table of Contents**

**Introduction..... 3**

**Open Space/Parks..... 5**

**Transportation..... 7**

**Foodscape ..... 11**

**Housing Design and Amenities..... 13**

**Complete Communities (Urban Design) ..... 14**

**Mixed-income Communities..... 17**

**Urban Renewal Area Plans ..... 20**

## INTRODUCTION

The purpose of this policy scan is to provide the Healthy Kids Healthy Communities steering committee with an overview of the City of Portland policies that affect low-income residents' opportunities to access healthy eating and active living (H.E.A.L.) opportunities in their neighborhoods. In the past decade or more, families of limited means have been displaced from inner ring neighborhoods with H.E.A.L. features to neighborhoods where opportunities for healthy eating and active living are more limited. This scan primarily focuses on policies that impact the "built" environments through funding, design, and construction of healthy, active infrastructure (ie: parks, trails, walkable retail centers, community gardens), as well as policies that impact resident's access to H.E.A.L. amenities and ability to engage in healthy eating, active living behaviors. Policies reviewed also examine how transportation systems and community livability impact H.E.A.L. The Healthy Kids Healthy Communities steering committee will use the results of the scan with many other pieces of information and input to determine project priorities by June 2010. Because the scan is comprehensive and presents many possible policy change opportunities, it will be shared widely with multiple stakeholders to help inform a broad range of community initiatives aimed at promoting healthy eating and active living in Portland neighborhoods.

Policies in the scan are group by six important elements of a healthy, active neighborhood:

- adequate **open and recreational space**, including city parks and scenic trailways;
- **transportation** alternatives that promote walking and biking;
- diverse opportunities in the **foodscape** to access healthy food, ranging from full-service grocery stores to space for gardening and farming;
- **housing amenities** designed to promote active living and healthy eating (ie: outdoor play areas and community gardens in multi-family sites);
- land use patterns and urban design that promote **complete communities** with services and job opportunities within a short distance of residences; and
- **Mixed-income communities** that promote more equitable access to neighborhood H.E.A.L. amenities.

Policies are taken from policies listed below and progress from the general to the specific.

<ul style="list-style-type: none"> <li>+City of Portland Comprehensive Plan</li> <li>+City of Portland draft Portland Plan objectives</li> <li>+Portland Bureau of Transportation System Plan</li> <li>+Portland Bureau of Transportation</li> <li>+Portland Bureau of Transportation Bicycle Plan 2030</li> <li>+Portland Housing Bureau Consolidated Plan 2005-2010</li> <li>+Portland Housing Bureau TIF set-aside and Location Policy</li> </ul>	<ul style="list-style-type: none"> <li>+City of Portland Zoning Codes</li> <li>+Portland City Charter</li> <li>+Pedestrian Master Plan 1998</li> <li>+Portland Development Commission Urban Renewal Area Plans (Gateway, Lents, Interstate)</li> <li>+Metro Regional Affordable Housing Goals 2000</li> </ul>
--	---

**Comprehensive plans** are a set of guidelines and rules for making decisions about the future growth and development of the city. Cities in Oregon are required by state law to prepare comprehensive plans that address the state's land use planning goals, and the City will amend its comprehensive plan within the next few years, after the completion of the Portland Strategic Plan.

**Master plans** are intended to guide the City's long-term investments in infrastructure; they take guidance from the comprehensive plan and from Metro's regional plans. The **zoning code** regulates development in the city, implementing the goals of the comprehensive plan. The City's authority to create urban renewal areas (URAs) comes from state law. These areas are created to turn back blight and spur economic and community development in areas of need. The scan focuses on the Lents, Gateway and Interstate Corridor **URA plans**.

While the scan aims to be complete, it is also seen as a "living" document that will benefit from steering committee and other partners' knowledge of other regulations or laws that affect this work.

## **OPEN SPACE/PARKS**

### **Comprehensive Plan**

---

#### ***Goal 2 Urban Development***

##### *2.6 Open Space*

Provide opportunities for recreation and visual relief by preserving Portland's parks, golf courses, trails, parkways and cemeteries.

Establish a loop trail that encircles the city, and promote the recreational use of the city's rivers, creeks, lakes and sloughs.

#### ***Goal 5 Economic Development***

##### *5.1 Urban Development and Revitalization*

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.

### **Portland Parks and Recreation Vision 2020**

---

Provide a basic, developed Neighborhood Park facility within a half-mile of every Portland resident, and a Community Park within a mile of every resident.

Develop a full-service community center within three miles of every resident.

Finish building the 40-Mile Loop Trail system, including the Columbia Slough, Willamette Greenway, Springwater Corridor and Fanno Creek Greenway sections.

### **Zoning Code**

---

#### ***33.120 Multi-dwelling Zones***

Parks and open space are allowed by right in multi-dwelling zone.

#### ***33.272 Public Recreational Trails***

Requires a developer to build recreational trails if land is designated as part of the regional trail network.

#### ***33.440 Greenway Overlay Zones***

Protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along Portland's rivers.

Establish criteria, standards, and procedures for the development of land, change of uses, and the intensification of uses within the greenway.

Increase public access to and along the Willamette River for the purpose of 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.

*Impact of Open Space/Parks Policies on H.E.A.L.*

Parks, trails and recreational opportunities are strongly linked with active living and physical activity, and healthy eating and are vital components of a healthy community.

Zoning codes that promote parks and open spaces in multi-dwelling zones provide residents with the opportunity to exercise and reduce stress. Zones also require developers to build recreational trails on land designated as part of a trail network, which supports the connectivity of the regional trail system and active living opportunities.

# TRANSPORTATION

## Comprehensive Plan

---

### **Goal 5 Economic Development**

#### *5.4E Transportation System*

Support safe and pleasant bicycle and pedestrian access to and circulation within commercial areas.

Provide convenient, secure bicycle parking for employees and shoppers.

### **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.

#### *6.19 Transit-Oriented Development*

Reinforce 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.

#### *6.20 Connectivity*

Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets.

Create short blocks through development of frequent street connections in mixed-use areas of planned high-density development.

Provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible.

#### *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.

#### *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.

#### *6.27 Off-Street Parking*

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

Consider eliminating requirements for off-street parking in areas of the City with high-quality transit service and good pedestrian and bicycle access.

Limit the development of new parking spaces to achieve land use, transportation, and environmental objectives.

### **Goal 8 Environment**

#### *8.4 Ride Sharing, Bicycling, Walking, and Transit*

Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area.

### **Goal 12 Urban Design**

#### *12.4 Provide for Pedestrians*

Provide a pleasant, rich and diverse experience for pedestrians; comfortable safe and attractive pathways that connect Portland's neighborhoods, parks, etc.

### **Transportation System Plan (TSP)**

---

The TSP is the Bureau of Transportation's comprehensive 20-year plan for transportation improvements in Portland. Its goal is to provide transportation choices for residents, employees, visitors, and businesses in Portland.

The TSP helps implement Metro's 2040 Growth Concept by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs.

### **Pedestrian Master Plan 1998**

---

The plan implements regional policies to create a multi-modal transportation system with a pedestrian-friendly environment.

The highest priority pedestrian improvements are those where pedestrian facilities are lacking but other environmental factors that favor walking are in place. Environmental factors include street segments within a pedestrian district, in close proximity to important destinations and where the street network is well-connected.

Need is measured by the extent of missing sidewalks, the number of dangerous or difficult crossings and community input.

### **Bicycle Master Plan for 2030**

---

The plan aims to increase bicycle ridership to 25% of all trips, create conditions that make bicycling more attractive than driving for trips of three miles or less and make bicycling available in all communities.

City will annually evaluate the equity gap to identify bicycle projects to serve areas that score high in indicators of disadvantage. The plan also aims education, equipment access and funding at low-income communities.

### **Portland City Charter**

---

#### ***3.103 Property Tax Exemption for New Transit Supportive Residential or Mixed Use Development***

Allows a 10-year property tax exemption on the improvement value of transit-oriented residential and mixed-use projects.

### **Zoning Code**

---

#### ***33.266.110 Minimum Required Parking Spaces***

Sites located near transit with good pedestrian connectivity may need little or no parking. Transit-supported plazas and bike parking may be substituted for some parking.

Joint use parking is allowed.

For large commercial parking lots (more than 20), carpool parking is required.

Parking maximums are established under most conditions.

#### ***33.266.200 Bicycle Parking***

Bike parking required for most use categories.

#### ***33.654.110 Connectivity and Location of Rights-of-Way***

Ensures provision of efficient access to as many lots as possible, to enhance direct movement by pedestrians, bicycles, and motor vehicles between destinations.

Direct routes for bicycles and pedestrians from residential areas to neighborhood facilities, such as schools and parks, are particularly important to increase the convenience of traveling by foot or bicycle.

### *Impact of Transportation Policies on H.E.A.L.*

This broad set of transportation policies promote walking, biking and the use of transit in Portland. The connectivity of pedestrian and bike pathways within a community is crucial to getting residents around without vehicles. If sidewalks, bikelanes and off-street paths connect to vital services such as schools , parks and stores, people of all ages are more likely to get exercise while moving from place to place.

These policies also limit the amount of auto parking in an area, allowing more efficient use of the land. Limiting surface parking allows a higher use of scarce land, promoting more dense development and discouraging automobile use.

Some policy tools provide developers with an incentive to build mixed-use and dense housing around transit stops, making it easier for residents to walk or bike to work and to perform errands.

## FOODSCAPE

### City Ordinance

---

Portland's community garden program was created by a 1975 city ordinance that authorized the Parks Department to negotiate with landowners to obtain land for a community garden program.

### Zoning Code

---

The Zoning Code addresses agricultural use in various zones. In just over 60% of the city, farming is prohibited or allowed only as a conditional use. Much of the rest of the city is in industrial zones where land, especially large plots of land, are already rare and sometimes need remediation from past contamination.

#### ***33.130.245 Exterior Display, Storage, and Work Activities***

Allows the exterior display of plants and produce in commercial zones, particularly those in neighborhoods.

#### ***33.224 Drive-through Facilities***

Regulates placement and design of drive-through facilities, often associated with fast food restaurants. Drive-through facilities are allowed in zones intended for auto-accommodating development.

They are prohibited in several of the more pedestrian-friendly commercial zones and several subdistricts, though allowed in all industrial zones and several employment zones

#### ***33.920.460 Parks and Open Areas***

Includes community gardens in the definition of parks and open areas, thereby protecting them in any zone that allows the development of parks and open areas.

### *Impact of Foodscape Policies on H.E.A.L.*

Community gardens and small-scale agriculture are important ways to provide healthy, affordable food to urban residents. While the zoning code supports the development of community gardens, the program is under-resourced and there is a long waiting list. Zoning codes may be an initial tool to promote a variety of small-scale agriculture on residential, school, and park sites.

The zoning code has contributed to the placement of fast food restaurants along major auto-serving arterials in Portland and has kept fast food out of some neighborhoods. Further examination can reveal whether the code needs to be amended to limit proliferation of fast food, particularly in lower-income neighborhoods.

The zoning code section allows small healthy retail operations to display their produce outside their stores. This is one effective method of marketing healthy food in neighborhoods. Other zoning, economic development, and community revitalization tools to promote healthy food retail should be explore further.

## HOUSING DESIGN AND AMENITIES

### Comprehensive Plan

---

#### **Goal 4 Housing**

##### *4.14 Neighborhood Stability*

Promote housing opportunities that build a sense of community, civic involvement and neighborhood pride.

### Zoning Code

---

#### **33.120.265 Amenity Bonuses**

Amenity bonuses for providing recreational facilities, children's play areas and larger outdoor spaces.

The bonus amenities depend on how many amenities are provided and allow the developer to build more units.

#### *Impact of Housing Design and Amenities Policies*

Amenity bonuses provide an incentive for developers of multi-dwelling units to include recreational facilities on site. This bonus currently has not resulted in a large number of developments with these amenities. Bonuses could perhaps be improved and extended to healthy eating amenities such as on-site gardening space or proximity to healthy food retail.

## COMPLETE COMMUNITIES (URBAN DESIGN)

### Comprehensive Plan

---

#### ***Goal 2 Urban Development***

##### *2.11 Commercial Centers*

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

##### *2.12 Transit Corridors & 2.17 Transit Stations and Transit Centers*

Encourage development of commercial uses and allow labor-intensive industrial activities that are compatible with the surrounding area.

Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels.

Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

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.

##### *2.13 Auto-Oriented Commercial Development*

Allow auto-oriented commercial development to locate on streets designated as Major City Traffic Streets by the Transportation Element.

Where neighborhood commercial uses are located on designated transit streets, support pedestrian movement and the use of transit by locating buildings and their entrances conveniently to transit users, pedestrians, and bicyclists and providing on-site pedestrian circulation to adjacent streets and development.

##### *2.15 Living Closer to Work*

Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality.

Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.

##### *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.

#### *2.22 Mixed Use*

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

### **Goal 4 Housing**

#### *4.3 Sustainable Housing*

Encourage 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.

### **Goal 11 Public Facilities**

#### *11.9 Project Selection*

Promote a compact urban form by supporting development in high-priority 2040 Growth Concept areas, including facilities and improvements that support mixed-use, pedestrian-friendly development and increase walking, bicycling and transit use.

### **Zoning Code**

---

#### **33.120.100 Multi-dwelling Zones Primary Uses**

High density multi-dwelling zones allow commercial development as conditional use to encourage mixed-use development.

#### **33.281.040 Review Thresholds for Other Uses on School Sites**

Day care, community service, and nonprofit or social service.

#### **33.420.010 Design Overlay Zone**

This zone promotes quality high-density development adjacent to transit facilities.

This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review or compliance with the Community Design Standards.

#### **33.455.010 Main Street Node Overlay Zone**

These regulations encourage a mix of residential, commercial, and employment opportunities within identified centers of activity along identified main streets.

The zone allows for efficient use of land at increased densities for the mutual reinforcement of public investments and private development.

Allowing additional height and floor area for all uses encourages transit-supportive densities and a mix of uses and activities.

**33.460.010 Main Street Corridor Overlay Zone**

These regulations encourage higher density residential uses by allowing greater building heights, reducing required building coverage for residential development; and allowing more flexibility in site design.

The intent of the zone is to provide transit-supportive levels of residential and mixed-use development along identified main streets.

*Impact of Complete Communities Policies on H.E.A.L.*

A broad set of policies aim to create complete communities through a mix of uses, transportation options, and urban design. To even further support H.E.A.L., policies can include more healthy eating features in the definition of a complete community, as well as address issues of safety and other livability issues. Policies can be strengthened and amended to assure that the benefits of complete community policy and projects are affordable and equitably distributed throughout Portland.

Neighborhood schools are important community resources, not only for educating children, but as a site for other essential services. Since schools are generally easy to walk to and have sizeable facilities, indoor and outdoor, they could house recreational opportunities for the whole community. This section allows some important H.E.A.L. uses by right; other opportunities for co-use of school sites should be explored.

Overlay zones may allow high-density development in base zones that otherwise prohibit it. Design guidelines for such developments seek to ensure that they are compatible with the surrounding neighborhood, thereby more attractive and acceptable to the community. This high-density development creates more opportunities for active living.

## MIXED-INCOME COMMUNITIES

### Comprehensive Plan

---

#### **Goal 4 Housing**

##### *4.7 Balanced Communities*

Strive for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.

Achieve a distribution of household incomes similar to the distribution of household incomes found citywide, in the Central City, Gateway Regional Center, in town centers, and in large redevelopment projects.

Maintain income diversity within neighborhoods by 1) allowing a mix of housing types and tenures, including houses, houses on smaller lots, small houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, and mixed-use developments; and 2) ensure that income diversity is maintained over the long-term.

Promote the development of mixed-income housing that may include a mix of housing types.

Encourage housing opportunities for extremely low and very low-income households (below 50% MFI) in all neighborhoods to avoid their concentration in any one area.

##### *4.11 Housing Affordability*

Include strategies and actions that encourage the provision of housing affordable to all income levels in neighborhood, and community plans, and other area plans that pertain to housing.

### Zoning Code

---

#### **33.120 Multi-dwelling Zones**

Multi-dwelling zoning code is intended to create and maintain higher density residential neighborhoods.

#### **33.405.010 Alternative Design Density Overlay Zones**

The purpose of the Alternative Design Density Overlay Zone is to focus development on vacant sites, preserve existing housing and encourage new development that is compatible with and supportive of the positive qualities of residential neighborhoods.

The concept for the zone is to allow increased density for development that meets additional design compatibility requirements.

## **Tax Increment Financing Affordable Housing Set-Aside**

---

The Portland Development Commission and the Housing Authority of Portland dedicate 30% of Tax Increment Financing in Urban Renewal Areas to affordable housing for households with less than 80% median income.

## **Consolidated Plan 2005-2010**

---

This plan is submitted by the Portland Housing Bureau to the Housing and Urban Development department to receive funding; the plan describes the housing needs of low income residents in the area and the strategies for meeting those needs. The overriding goals for the Plan are to provide decent housing and a suitable living environment: This goal includes improving the safety and livability of neighborhoods; increasing access to quality facilities and services; reducing the isolation of income groups by expanding housing opportunities and revitalizing deteriorating neighborhoods; restoring and preserving natural and physical features of special value for historic, architectural, or aesthetic reasons; and conserving energy resources. There is potential for the Consolidated Plan to provide stronger support availability and access to H.E.A.L. features.

## **Housing Authority Location Policy**

---

Encourages the creation of affordable housing throughout the city to maximize housing choices and discourage the concentration of low-income housing in one part of the city.

## **Metro Regional Affordable Housing Goals 2000**

---

The objective of the affordable housing distribution method is

to achieve an equitable distribution of housing opportunity among local jurisdictions in the region by working toward a similar distribution of household incomes within each Metro jurisdiction that reflects the regional income distribution as a whole.

Five objectives define “equitable distribution”:

1. A diverse range of housing types is available within the region and within cities and counties inside the urban growth boundary.
2. Sufficient and affordable housing opportunities are available to households of all income levels that live or have a member working in each jurisdiction and subregion.
3. An appropriate balance of jobs and housing exists within subregions.
4. The current and future need for and supply of affordable housing in the region is addressed in the distribution.
5. Concentrations of poverty are minimized.

## **Tax Abatement Programs**

---

State law authorizes the use of tax abatement programs by municipalities. Tax abatements are an economic and community development tool to help implement City goals and priorities. The City of Portland has several abatement programs; three apply directly to the goals of the HKHC project.

### **1. *Property tax exemption for non-profit owner-managers of low-income housing***

The tax exemption is intended to benefit low-income renters and is available for qualifying property located within the City of Portland. To qualify, a non-profit organization must be responsible for the day-to-day management of the property.

### **2. *Rental rehabilitation tax abatement program***

The City of Portland offers a 10-year limited tax property abatement on any increase in assessment value that results from the rehabilitation of, or conversion to, qualifying rental units.

To qualify, the owner of the property must enter into an Affordability Agreement, and designate a certain percentage of the units affordable to tenants with a household income of 60% of median family income or less.

### **3. *Transit Oriented Development (TOD) tax abatement***

Established in 1996, this abatement was intended to encourage the development of high-density housing and mixed-use projects within walking distance to transit. Projects must be in defined “transit-oriented” areas outside of the central city (ie: Gateway, Interstate), and the developers must demonstrate that project is not financially feasible without tax abatement. Rental projects must include some affordable properties; ownership units must meet price and buyer-income restrictions. All projects must provide additional public benefits.

The intention is to reduce operating costs through a ten-year maximum property tax exemption. This 10-year exemption applies to the residential portion of a project or to non-residential components that provide public benefit.

In 2008 the City conducted an audit of the tax abatement program. Between 1997 and 2007, 20 projects were constructed using this abatement. This produced 111 condominium units and 1,124 rental units. Of these rental units, 652 have been at market rate. The remainder have had some degree of affordability: 78 have been at 80% median family income (MFI), 332 at 60% MFI, 50 at 50% MFI, and 12 units serving people at 30% MFI.

The audit found varying levels of post-construction monitoring. The highest level of oversight was provided to projects that were also granted a PDC loan, and may have also had other government funding sources. According to the audit, the TOD tax abatement program does not have clear goals. Without adequate evaluation, reporting, and monitoring it is difficult to assess whether the projects given tax abatements are achieving the stated goals and leading to the intended benefits.

The tax abatement program was considered for review in 2010, but this has not yet happened. One of the requirements to be reviewed is that the abatement only extends to the residential and public benefit portion of the development, not commercial spaces. This may present a hardship to developers who are required to pay taxes on commercial portions of the mixed-use projects and may be a disincentive to build mixed-use projects within walking distance of transit lines.

### **Community Development Block Grants (CDBG)**

---

The U.S. Department of Housing and Urban Development provides funds to cities and counties under four grant programs – one is the CDBG. The funds from CDBG programs are used to benefit low- and moderate-income people and neighborhoods. In Portland Metro, the funds are applied for and distributed through the Portland Consortium, which consists of the City of Portland, the City of Gresham, and Multnomah County. Portland’s funds are administered by the Portland Bureau of Housing.

The Consortium has local responsibility for establishing the three current priorities listed below.

1. Programs to increase the range of housing opportunities affordable to households with incomes at or below 50% of the area’s Median Family Income. Majority of CDBG funds are used for this priority.
2. Programs to assist adults and youth to improve their economic condition by increasing incomes and assets, land trust and first time homeownership programs, and investing and stabilizing low-income communities.

Community Development Block Grant (CDBG) funds can be used for activities such as housing, public services, community facilities, public improvements, economic development, and community revitalization.

### ***Impact of Mixed-Income Communities Policies on H.E.A.L.***

Recent local GIS mapping confirms that communities higher density of lower-income residents have less access to H.E.A.L. features discussed throughout this scan. Creating a new mix of housing in existing and emerging neighborhoods may help more equitably distribute H.E.A.L. benefits and burdens.

## **Urban Renewal Area Plans**

---

### ***Lents Town Center Urban Renewal Plan***

This 1998 plan aims to create a healthy environment that supports a more livable community with a strong residential environment surrounding a revitalized central town center business district, and a network of connections and supportive transportation systems that help re-connect Lents and create a vibrant town center.

*Goals:*

1. Neighborhood Revitalization – Increase livability by investing in local streets, parks and other public facilities as desired by residents
2. Housing – Create housing opportunities that allow residents of all ages and income levels to remain in the community.
3. Transportation – Provide a “pedestrian-friendly” environment by adding and/or improving pedestrian crossings, increasing nighttime lighting and increasing connectivity between areas where people want to go; increase safety and access to area’s commercial and industrial areas; promote transit-oriented development.
4. Parks, Recreation and Open Space – Invest in developing parks, open spaces and other public facilities to increase neighborhood vitality; enhance opportunities for pedestrian and bicycle recreation, which may include connecting parks to greenway trail system; protect existing urban forest canopy; develop community center.

### ***Interstate Corridor Urban Renewal Plan***

This 2001 plan aims to benefit existing residents and businesses through the creation of wealth, revitalization of neighborhoods, expansion of housing choices, creation of business and job opportunities, provision of transportation linkages, and protection of residents and businesses from gentrification and displacement. Place emphasis on providing timely benefits to groups most at risk of displacement, such as the elderly and people of color.

*Goals:*

1. Housing – Avoid the displacement of current residents, owners and renters. Facilitate the retention/creation of affordable housing opportunities for seniors, single-parent households, the low income and working poor and those with disabilities. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood.
2. Transportation – Optimize light-rail investment and prioritize transportation improvements that enhance access to key employment areas. Assure that area residents and workers have access to a variety of transportation modes to provide connections to jobs, services, and community facilities.

3. Revitalization – Focus major redevelopment around light rail station areas and other key nodes, such as intersections of main arterials, to optimize the leverage of public investment. Foster the development of mixed-use, medium- and high-density projects at appropriate locations, e.g. at transit stations and along Main Street corridors.

4. Parks and Open Space – Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the corridor. Promote pedestrian and bicycle linkages between area residents, jobs, and light rail, and parks and open spaces, including places such as the Columbia Slough, North Portland Harbor, and the Willamette River at Swan Island. Incorporate suitable, high quality parks and open spaces within or near large-scale new development.

### ***Gateway Regional Center Urban Renewal Plan***

This 2001 plan aims to facilitate the full and productive use of the land for appropriate “regional center” uses. The Regional Center will accommodate compact, mixed-use development that supports a range of travel options and multiple opportunities for community interaction and economic advancement. It is a center for housing, commerce, employment, cultural, and recreational amenities. It is home to people of all ages and income levels, including longtime residents.

#### ***Goals:***

1. Housing – Develop and preserve an adequate supply of quality housing that provides long term affordability across the range of income levels of the region. Develop a diversity of housing types and tenures (rental and homeownership), and encourage housing and job development that is mutually supportive, with new housing made available for workers in and around the Regional Center.

2. Compact development – Transition of height, mass and density between the adjacent traditional single-family neighborhoods and the Regional Center should be gradual wherever possible. To optimize the value of public investments, use land efficiently. Prioritize compact development within one-quarter mile of light rail stations.

3. Mixture of Land Uses within the District and within Each Development – As a Regional Center, the Area should house a range of people, businesses, governmental entities, non-profit organizations, educational institutions, faith-based organizations, entertainment venues and medical establishments. Seek a balance of housing, office and commercial development since the predominance of any one of these sectors will impair realization of Regional Center goals. Development projects should strive for mixed use.

4. Mixture of Public Spaces – Develop many and diverse parks, plazas and designed outdoor spaces. Opportunities to share recreational facilities with schools or other institutions inside the district should be supported. Trails for running and biking should be linked wherever possible.

5. Pedestrian Orientation – Whenever improvements are made to existing streets, measures should be taken to accommodate for the safety of pedestrians, including the elderly and people with disabilities. Rights-of-way that connect existing streets and sidewalks will offer pedestrians new routes that will be less heavily impacted by auto traffic.

6. Expanded Travel Options – Establish street grid to shorten trip lengths within the Area, disperse traffic over a wider array of streets, permit more pedestrian and bicycle trips, enable additional storefront-type development, increase the parking supply through additional on-street parking, reduce regional street volumes, improve access to services and parks, and allow for alleys which could serve as corridors for utilities. The implementation of the street grid should be opportunity driven; no redevelopment should occur in the Area without an examination of the adopted Regional Center Street Plan. Diversify modes of travel through sidewalk improvements, bike lanes, transit lanes and shelters, pedestrian islands, and/or pedestrian pathways. Develop superior transit service to make it an attractive choice for getting to, from and around the Area.

7. Economic Opportunity – Support existing small local businesses and seek to attract large regional employers paying livable wages.