

Annotations to Proposed TOD-NMUH Eligibility Area Changes

I. Proposed Exclusions

Staff proposal is to eliminate “full” eligibility of the *Lents Town Center & Interstate* URAs- as currently permitted by the NMUH guidelines. Instead, the proposal is to strategically map designated “Main Street” areas that have active transportation and high connectivity to Central City- an area that is high in opportunities for jobs & other necessary amenities.

This change is also responsive to comments from the East Portland residents and the David Douglass School District concerned about foregone revenues, crowding in schools and concentrations of affordable units in this part of the City.

The exclusion of St. Johns Town Center & Lombard Main St. is guided by the community dialogues that occurred during the community planning process for these areas.

II. Proposed Additions

II.A Staff proposal is to add designated “Main streets” from the Metro 2040 Growth Concept and bring in:

- Belmont
- Hawthorne
- Divison
- Foster
- Milwaukie

In addition to Metro 2040 designations, this selection is also informed by the draft Portland Plan that calls for siting new developments, particularly affordable projects in hubs and corridors that are transit rich and are either already areas of high opportunities or have that potential due to the presence of good transportation networks.

As the program changes are intended as a “Pilot” , the areas selected for inclusion are quite narrow and based on existing zoning (mostly commercial) and an assessment of current land use.

II.B To mitigate the elimination of entire *Interstate* URA, add the segment between MLK and Vancouver St. based on existing zoning.

This addition is guided by Portland Plan and the Housing Bureau’s Strategic Plan policies that call for mitigating the effects of involuntary displacements that are occurring in the inner city neighborhoods of Portland.

II.C Addition of three station areas from the Portland-Milwaukie Light Rail Project:

- Clinton/SE 12th Ave
- SE 17th Ave & Rhine St.
- SE 17th Ave. & Holgate Blvd.

This addition is guided by designated financially constrained light rail stations. The buffer is a quarter mile radius around the station- as is the case with other station areas.

Unlike the Milwaukie Light Rail, the CRC project has not secured finances and hence the proposed Hayden Island Station has not been included in this revision.