

HEALTH POLICY SCAN

Developed for the Update of Portland's Comprehensive Plan

Acknowledgements

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Purpose of Document

This Health Policy Scan was created to assist in the review and update of Portland's Comprehensive Plan. Staff from the Bureau of Planning and Sustainability and the Oregon Public Health Institute scanned a variety of health policy sources, including Portland's existing Comprehensive Plan, the Portland Plan and related work, health-focused comprehensive plan language from other U.S. cities, health toolkits and policy research.

This document does not include policy recommendations. Rather it is intended to be a starting point for future conversations around a range of Comprehensive Plan topics. It represents a clearinghouse of potential health-related policy statements. Inclusion of policy statements from the City of Portland or other sources does not represent an endorsement of their content. In many cases example policies may not be appropriate in content or detail for Portland's updated Comprehensive Plan.

Document Organization

The document is organized as follows:

Topic Areas:

The policy statements are grouped into large topic areas, which roughly align with topic areas discussed in either Portland's existing Comprehensive Plan or the Portland Plan.

Primary Theme Groupings:

Staff grouped the policy statements into policy 'themes' based on common content. A full list of primary themes is available beginning on page 6. In cases where statements were copied directly from sources, the source document is noted by the superscript number (see corresponding source list on page 5).

Secondary Groupings:

In some cases, primary theme groupings were further subdivided into secondary groupings for greater clarity.

Bulleted Statements:

1. Outlined box: Policy statements adopted in The Portland Plan.
2. Gray Shading: Related policy statements included in Portland's existing Comprehensive Plan, as of July 2008.
3. Other Bulleted Statements: Example policy statements from a variety of sources. The superscript number at the end of each policy statement corresponds to the list of sources on page 5.

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Sources

1. [The Portland Plan](#), Guiding Policies as adopted (April 2012)
2. [Human Health and Safety Portland Plan Background Report](#) (Recommended Draft 12/14/10)
3. [Plan Tucson Proposed Policies from the Public Health Working Group](#)
4. [Philadelphia2035: Planning and Zoning for a Healthier City](#) (draft 12/10)
5. [City of Richmond General Plan, Community Health and Wellness \(Element 11\)](#)
6. [Seattle's Comprehensive Plan: Toward a Sustainable Seattle, Human Development Element](#) (Draft 1/08)
7. [San Francisco General Plan: Air Quality Element](#)
8. [City of St. Paul Comprehensive Plan, Parks and Recreation Element](#) (2/24/10)
9. [Portland Plan Food Health & Safety TAG directions](#)
10. [How to Create and Implement Healthy General Plans](#) (Public Health Law and Policy)
11. [Planning and Designing the Physically Active Community](#) (American Planning Association, Robert Wood Johnson Foundation)
12. Human Health & Safety TAG (One-pager)
13. [Oregon Statewide Physical Activity and Nutrition Plan](#)
14. [How Neighborhoods Can Reduce the Risk of Obesity](#) (RAND Corporation)
15. [Integrating Planning and Public Health: Tools and Strategies to Create Healthy Places](#) (American Planning Association)
16. [City of Portland Comprehensive Plan](#) (July 2008)

Summary of Policy Themes

Decision-Making

- Support decision-making processes that encourage and support multi-objective outcomes.
- Promote inter-agency collaboration between the City and health and equity partners.
- Strengthen the City's internal capacity to support and implement health-related policies and programs.⁵
- Encourage diverse community involvement in decision-making.
- Require the consideration of health (and equity) impacts in land-use and investment decisions.
- Prioritize public actions and investments to reduce disparities, minimize negative impacts and optimize benefits to community health and safety.⁹
- Make health an explicit planning goal.
- Promote accessibility of City and community services.

Design: Community and Buildings

- H-6: Encourage design and development that improves public health and safety.¹
- Encourage green building practices that support human and environmental health.
- Encourage land use and investments that support access to services, particularly in underserved areas.
- Encourage mixed use, pedestrian and transit-oriented development.
- Design public spaces that encourage health and wellbeing.

Drinking Water

- Ensure high quality, reliable drinking water.

Emergency Preparedness & Response

- H-5: Reduce the risk of social, economic and environmental losses from hazards and ensure effective emergency and disaster response.¹
- Ensure adequate emergency response in the event of a natural disaster or other emergencies.⁵

Employment

- Ensure a strong workforce that can compete in the regional economy.⁵
- Attract and retain quality businesses, industries and jobs in the city.
- Promote locally-owned and small business development programs.
- Economic self-sufficiency
- Encourage siting and transportation access to employment centers to reduce commute distances and provide opportunities for active transportation.
- Support wellness programs/policies for city employees and other worksites to encourage physical activity while at work.³

Food Systems

- Provide convenient, safe access to healthy foods for all residents.¹⁰
- Improve access to affordable healthful food in multiple retail settings.⁹ Support access to healthful foods through purchase.¹²
- Improve the overall retail food environment by restricting or limiting access to unhealthy foods.
- Increase home-grown and locally-grown food.⁹
- Encourage healthy eating habits through education.
- Foster and support the local multi-tiered food economy.⁹
- Decrease the number of Portlanders that rely on food assistance to meet their nutritional needs and ensure access for those who need emergency food assistance.⁹

Health Care

- Support access to health care and insurance benefits.
- Provide public transit service to medical facilities and/or encourage location of medical facilities near existing transit and pedestrian routes.
- Encourage neighborhoods that sustain mental health and promote social capital.¹⁰
- Support access to mental and behavioral health services.

Housing

- Provide a range of housing types to meet diverse needs in the city.⁵
- Locate new housing near local services and transportation options, particularly for low-income and senior residents.
- Encourage development of high quality, well designed housing that protects the health and safety of residents and encourages active living.¹
- Support maintaining economic diversity and established and new communities.¹
- Provide an adequate supply of quality affordable housing units in the city.⁵
- Provide housing options that allow people to live closer to work.
- Work with social service agencies to provide an integrated system of care for people experiencing homelessness.⁵
- Promote community design and housing that support aging in place.

Infrastructure Asset Management

- Continue to manage and invest in quality basic public services.¹

Indoor and Outdoor Air Quality

- Reduce levels and impacts of pollution from stationary and non-stationary sources.
- Encourage a variety of transportation choices to aid in improving air quality.
- Ensure sensitive uses such as schools, childcare centers, parks and playgrounds, housing and community gathering places are protected from adverse impacts of emissions.⁵

- Ensure adequate buffers or mitigation measures between sensitive uses.
- Support regional policies and efforts that improve air quality to protect human and environmental health and minimize disproportionate impacts on sensitive population groups.⁵
- Reduce Portlanders' exposure to indoor air pollution and toxics in homes, schools and workplaces.⁹
- Reduce exposure to noise pollution.⁹

Parks & Recreation

- Make sure all parts of the city have access to parks, recreational facilities and nature.⁹ Prioritize new parks and recreational amenities in underserved areas.
- Ensure parks and recreational facilities are well-maintained, safe and attractive places and provide quality recreational experiences.
- Provide a range of park types and recreational amenities to meet the physical and social needs of the community.
- Ensure the city has adequate recreational facilities and programs to adequately serve current and future needs of residents.⁵
- Set a walkability standard for residents' access to parks and recreational facilities.²
- Encourage shared use partnerships between school districts, parks and recreation departments and local nonprofits to increase access to parks and recreation amenities.
- Promote and improve transit and other active transportation connections to parks, recreation facilities, and open space.

Public Safety

- Encourage a policing strategy that works in partnership with the community to reduce crime through prevention, education and enforcement.⁶
- Encourage urban and building design that fosters public safety and creates safe neighborhoods.

Transportation Systems

- Foster a multi-modal, accessible transportation system that provides access to community destinations.
- Prioritize active transportation modes.
- Integrate safe, pleasant pedestrian and bicyclist routes into connected, multi-objective greenway networks.
- Improve transportation safety.
- Promote safe and efficient freight movement to improve economic competitiveness and reduce negative health and environmental impacts.
- Set and maintain levels of service for pedestrians, cyclists and transit.
- Prioritize safe routes to schools.
- Reduce parking requirements, particularly in areas near transit.

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- Reduce traffic congestion.

Watershed Health & Environment

- Protect, restore and enhance natural resource, green infrastructure and urban tree canopy.
- Protect and improve surface water and groundwater quality.
- Support initiatives to reduce soil and water contamination and clean-up and reuse contaminated sites.
- Support initiatives that explore, publicize and develop solutions around public health consequences of climate change.³
- Reduce the city's overall 'energy footprint'.⁵

Youth, Education & Schools

- Support access to quality educational opportunities.
- Provide quality, safe and multi-purpose school facilities.
- Promote positive youth development.

Full Policy Scan

Decision-Making

Support decision-making processes that encourage and support multi-objective outcomes.

1. H-4: Consider community health impacts, equity outcomes and ecological and watershed health risks when making decisions about growth, implementing programs and designing capital improvements.¹

Promote inter-agency collaboration between the City and health and equity partners.

2. H-11: Strengthen collaboration among public agencies and health partners.¹
3. 1.4. Insure continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds.¹⁶
4. Partner with community-based organizations, foundations and other regional agencies to build capacity among City staff, boards and commissions and elected officials with regard to health and its relationship with the design of the built environment.⁵
5. Collaborate with community organizations and other jurisdictions to advocate for strong health, human service and public safety systems, including services for which the City does not carry primary responsibility, such as mental health and substance abuse.⁶
6. Local public health officials should participate in city and county planning efforts and advise planners on their ability to impact the health of residents.¹³
7. Develop regular channels of communication and collaboration between local health officials and planners, through design review and/or other means of ongoing feedback and input.¹⁰

Strengthen the City's internal capacity to support and implement health-related policies and programs.⁵

8. Model best practices related to promoting healthy communities at government offices and government-organized events.¹⁰

Encourage diverse community involvement in decision-making.

9. H-8: Engage all residents in planning for changes that may affect their communities and neighborhoods.¹
10. T-8: Provide meaningful opportunities for youth to participate in decisions that affect their lives.¹
11. 9. 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.¹⁶
12. 9.1. 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.¹⁶
13. 3.5. Provide for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood through the promotion of neighborhood and business associations.

Provide information to neighborhood and business associations which allows them to monitor the impact of the Comprehensive Plan and to report their findings annually to the Planning and Sustainability Commission.¹⁶

14. 6.2. Carry out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders, especially to those traditionally underserved by transportation services, and that solicits and considers feedback when making decisions about transportation.¹⁶
15. Work collaboratively with the community to develop and achieve the general plan's vision for a healthy community.¹⁰
16. Provide opportunities for participation in the city's planning process. Community participation in planning processes builds social capital; engaging community members in identifying and prioritizing healthy development opportunities and constraints will contribute to a more robust and sustainable plan.¹⁰
17. The participation of individuals, organizations, and businesses in supporting community health and the planning process is encouraged.¹⁰
18. Sponsors of development or other major projects in the city that will affect the health of the community should initiate early and frequent communication with community residents.¹⁰
19. Local government agencies, including planning and public health, will work collaboratively with neighborhood associations and other similar organizations to address health issues of concern in neighborhoods.¹⁰
20. Consider the special needs of teens and young adults in planning and designing community facilities and programs; increase awareness of programs and activities available to teens and young adults, and directly seek information from this group on how programs and activities can be improved to better meet their needs.⁶

Require the consideration of health (and equity) impacts in land-use and investment decisions.

21. P-20: Institute a means to consider economic as well as environmental and social metrics in making land use, program and investment decisions. Look for ways to improve social equity as part of economic development actions.¹
22. 2.5. Do not extend urban services to areas within the Urban Services Boundary which are designated future urban areas. Provide exceptions only to correct declared health hazards and violations of pollution control laws.¹⁶
23. 3.2. Provide and coordinate programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.¹⁶
24. Incorporate health impact assessments (HIAs) into planning processes.²
25. Promote the use of health criteria in reviewing and approving new development and redevelopment projects to maximize their health benefits and minimize or eliminate health impacts.⁵
26. Include health impact assessments in comprehensive development plans.¹³
27. Incorporate health impact assessments into planning processes.¹²

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28. Review and select an appropriate method for regular Health Impact Assessments (HIA) for future policies and developments.¹⁰
29. Establish procedures to track community health information systematically and in ways appropriate for use in built environment decisions.¹⁰
30. In addition to upholding federal, state and local laws against discrimination and bias crimes, work to promote human rights and mutual respect and to end intolerance and divisiveness. Reach out and bring people together in ways that build bridges between individuals and between groups.⁶

Prioritize public actions and investments to reduce disparities, minimize negative impacts and optimize benefits to community health and safety.⁹

31. T-11: Focus public investment in community infrastructure including education, recreation, housing, transportation, health and social services to reduce disparities faced by youth of color, families in poverty, youth with disabilities and others at risk of not graduating from high school. 1
32. Improve the quality of the built and natural environment in the city to support a thriving community and to reduce disparate health and environmental impacts, especially on low income and disadvantaged communities.⁵
33. Work toward the reduction of health risks and behaviors leading to chronic and infectious diseases and infant mortality, with particular emphasis on populations disproportionately affected by these conditions.⁶
34. Prioritize projects that significantly address social and economic needs of the economically vulnerable populations.⁵

Make health an explicit planning goal.

35. Creating opportunities for citizens to be physically active needs to be an explicit, not simply implied, goal in many of the functional plans and plan elements being produced.¹¹
36. Build relationships and implement procedures that make community health a priority for the community. Evidence increasingly shows that built environments influence chronic as well as infectious/acute diseases, and the city/county's police power exists for "the promotion and maintenance of the health, safety, morals, and general welfare of the public."¹⁰
37. Integrate health concerns and rationales throughout each element of the general plan and set measurable health goals.¹⁰

Promote accessibility of City and community services.

38. Work to improve access to City and community services and to remove obstacles that keep people from receiving the services they need.⁶
39. Improve facility and program accessibility through implementation of the Americans with Disabilities Act.⁶
40. Enhance opportunities for people with low incomes, disabilities, limited English-speaking ability, and other barriers to service to participate fully in community life and to access assistance.⁶
41. Promote culturally responsive and relevant service delivery. Strive to ensure that City-funded agencies and services provide appropriate service.⁶

Design: Community and Buildings

H-6: Encourage design and development that improves public health and safety.¹

- 42. H-12: Support strong, vibrant and complete neighborhood centers through land use, community economic development, and housing, infrastructure and technology investments.¹
- 43. H-6: This includes design that supports active living and healthy housing, better fire safety and prevention, crime prevention through environmental design, and hazard mitigation and adaptation.¹

Encourage green building practices that support human and environmental health.

- 44. 7.3. The City shall encourage energy efficiency in existing residences, focusing on the most energy-wasteful units, by helping to develop and promote public/private partnerships, utility, local, state, and federal programs. The City also shall promote energy efficient new housing by enforcing the energy saving standards in the state building code.¹⁶
- 45. Promote green and sustainable development in the city to support a healthy local economy, protect the environment, and improve the quality of life of all residents.⁵
- 46. Promote green building practices that support "healthy homes" (e.g., use materials with low-VOC emissions, windows for natural light, and heating with minimal need for furnace-combustion).¹⁰
- 47. Update the building code to support compliance with "green building" practices.¹⁰
- 48. Provide fast-track permitting for projects that implement "green building" design and construction.¹⁰
- 49. Encourage or require all new building construction to incorporate green roofs (could limit to multifamily residential, commercial, or civic), and encourage conversions of existing roof space to green roofs, to reduce heat island effect and mitigate contaminated water drainage into streams.¹⁰
- 50. Develop standards for approving rainwater harvesting systems (identify responsible government agency, such as the public health department).¹⁰
- 51. Encourage new development and redevelopment projects to be LEED certified. Require all new development and redevelopment projects in the city that receive city funding or assistance to be certified for LEED Silver Rating.⁵
- 52. Encourage the use of recycled water for landscaping and other uses, especially in new development and redevelopment projects. Set a city-wide target of 10%. Collaborate with the EBMUD. Develop guidelines for the use of recycled water in residential, commercial and public facilities.⁵
- 53. Encourage or require all new building construction to incorporate green roofs (could limit to multifamily residential, commercial, or civic), and encourage conversions of existing roof space to green roofs.¹⁰

Encourage land use and investments that support access to services, particularly in underserved areas.

- 54. H-13: Prioritize the placement of community services in neighborhood centers—such as health clinics, day care centers, senior centers, libraries and educational facilities.¹

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| 55. | H-23: Invest in underserved areas with disadvantaged populations, incorporating tools to reduce displacement. ¹ |
|-----|--|
- 56. 5.3. Promote public and private investments in public infrastructure to foster economic development in Council-designated target areas.¹⁶
 - 57. 2.16. Discourage the development of new strip commercial areas and focus future activity in such areas to create a more clustered pattern of commercial development.¹⁶
 - 58. Ensure complete neighborhoods that provide proximity to daily goods and services within walking distance of homes and a setting for building community cohesion.⁵
 - 59. Promote neighborhood retail and community nodes in residential areas. Provide a range of essential, local-serving retail and public amenities and services to residents within walking distance.⁵

Encourage mixed use, pedestrian and transit-oriented development.

- 60. 2.12. Provide a mixture of activities along major transit routes (Major Transit Priority Streets, Transit Access Streets, and Main Streets) to support the use of transit.¹⁶
- 61. 2.12. Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels.¹⁶
- 62. 2.12. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.¹⁶
- 63. 2.17. Encourage transit-oriented development patterns at transit stations and at transit centers to provide for easy access to transit service.¹⁶
- 64. 2.17. Establish minimum residential densities on residentially-zoned lands within one-half mile of transit stations and one-quarter mile of transit centers that support the use of transit.¹⁶
- 65. 2.17. 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.¹⁶
- 66. 2.19. 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.¹⁶
- 67. 6.19. 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.¹⁶
- 68. Encourage mixed use, pedestrian and transit-oriented development. Focus on major corridors and key intersections. Provide a concentration of neighborhood, community, and retail amenities and services in close proximity to residential neighborhoods. Collaborate with other jurisdictions to develop appropriate plans, standards and guidelines.⁵
- 69. Prioritize new infill development near transit nodes.¹⁰
- 70. Identify an appropriate land-use mix and development design standards that make human scale and public safety a top priority.¹⁵
- 71. Adopt mixed-use residential, commercial, and office zoning where appropriate to encourage walkability.¹⁰

72. Adopt sufficient density minimums for residential, commercial, and retail development to ensure development that supports transit and walkable environments (as opposed to density maximums).¹⁰
73. Establish density minimums for residential, commercial, and retail development to ensure development that supports transit and walkable environments (see Objective 3.1).¹⁰

Design public spaces that encourage health and wellbeing.

74. 12.5. Humanize the City through promotion of the arts and excellence in design. Encourage the placement of art at locations that are visible to the public. Expand Portland's collection of public art. Punctuate the community with works of art used to emphasize focal points, mark transitional locations, celebrate public buildings and to enhance the City's sidewalks, open spaces, plazas and parks.¹⁶
75. 12.6. Preserve and support the qualities of individual neighborhoods that help to make them attractive places. Encourage neighborhoods to express their design values in neighborhood and community planning projects. Seek ways to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.¹⁶
76. 12.7. Enhance Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. Encourage the design of the built environment to meet standards of excellence while fostering the creativity of architects and designers. Establish design review in areas that are important to Portland's identity, setting, history and to the enhancement of its character.¹⁶
77. Create places with a mix of uses that will bring people together.¹⁵
78. Properly maintain and manage public spaces.¹⁵
79. Encourage design and planning guidelines that promote safe public spaces. Adopt safety design and planning guidelines that promote safety in public spaces. Consider 'Crime Prevention Through Environmental Design' guidelines that promote social interaction while enhancing the safety of the area. Provide incentives for existing development to make these improvements.⁵
80. Activated Streets and Safe Public Spaces: Promote active use of public spaces in neighborhoods and commercial areas at all times of day to provide "eyes-on-the-street." Provide an appropriate mix of uses, high-quality design and appropriate programming of uses to facilitate natural surveillance in public spaces. Improve the sense of safety for potential users by providing and maintaining amenities and services such as restrooms, street furniture, bus stops, street lighting, trees for shade, public art and secure bicycle parking and by restricting or prohibiting uses that are incompatible with community needs and priorities including, but not limited to liquor stores and smoke shops.⁵
81. Support health outcomes through urban design.¹²
82. Site design and development: There are numerous improvements to the pedestrian realm and streetscape that can encourage physical activity and can be accomplished through site plan review or design review. These are measures that protect people from traffic, inclement weather, and provide safe well-lit routes and gathering places. The include: requiring or encouraging ground-floor retail uses and awnings; prohibiting blank walls;; including street trees, landscaping, and street furniture; locating parking to the side or rear of commercial buildings; and minimizing the amount of surface parking overall.¹¹

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83. Encourage commercial buildings with open stairs and pleasant stairwells.¹⁰
84. Balance commercial and residential development (jobs and housing) within [neighborhoods/city/county] to reduce the number of people who must commute a long distance of work; prioritize commercial/economic development strategies that match jobs to existing residents' skills and employment needs.¹⁰
85. Factor physical activity into zoning and design decisions.¹⁴

Drinking Water

Ensure high quality, reliable drinking water.

86. 11E. Insure that reliable and adequate water supply and delivery systems are available to provide sufficient quantities of high quality water at adequate pressures to meet the existing and future needs of the community, on an equitable, efficient and self sustaining basis.¹⁶
87. 11.25. Maintain and safeguard the Bull Run watershed as the primary water supply source for the community, with water quality preservation taking precedence over all other uses.¹⁶
88. 11.26. Maintain the quality of the water supply at its current level, which exceeds all state and federal water quality standards and satisfies the needs of both domestic and industrial consumers.¹⁶
89. 11.28. Maintain storage and distribution facilities in order to protect water quality, insure a reliable supply, assure adequate flow for all user needs, and minimize water loss.¹⁶
90. Maintain high quality and reliable drinking water and sewer services.⁹

Emergency Preparedness & Response

H-5: Reduce the risk of social, economic and environmental losses from hazards and ensure effective emergency and disaster response.¹

91. Do this through investments in environmental protection, asset management, and community preparedness and maintenance of critical infrastructure, including emergency routes and water supply.¹

Ensure adequate emergency response in the event of a natural disaster or other emergencies.⁵

92. Support neighborhood and block scale efforts and capacity building to prepare for and recover from emergencies and catastrophic events.¹
93. Coordinate with other agencies and major medical facilities. Identify areas of the city that are especially vulnerable.⁵
94. Develop an emergency management plan that ensures access to hospitals in the event of natural disasters and other emergencies, especially for transit-dependent households. Include guidelines for 'shelter in place'.⁵

Employment

Ensure a strong workforce that can compete in the regional economy.⁵

95. P-41: Expand access to training programs, including short-term skill-building programs, to build career pathways that allow individuals to secure a job or advance in a high-demand industry or occupation.¹
96. P-42: Improve completion rates for post-secondary education, industry recognized certification and other career or technical credentials.¹
97. P-43: Subsidize on-the-job training for new workers to develop required skills. Subsidize work experiences for youth with an emphasis on disconnected and disadvantaged youth.¹
98. P-44: Move more education and training opportunities into the workplace, such as hands-on vocational training, English language proficiency classes and apprenticeships.¹
99. T-19: Support curricula and educational opportunities that foster creativity and critical thinking to prepare students for a workforce that is globally competitive, entrepreneurial and responsive to economic change.¹
100. T-3: Target resources and support services to reduce barriers to attaining post-secondary degrees and certificates for non-traditional students (e.g., those balancing work and school, and students with young children).¹

101. Provide workforce development programs including education, training and recruitment.⁵
102. Ensure that all Richmond residents have access to economic opportunities that provide the material and social means for human development.⁵

Attract and retain quality businesses, industries and jobs in the city.

103. P-24: Apply commercial revitalization and business development tools to drive business growth in neighborhoods and help neighborhoods, local business and residents better connect to and compete in the regional economy.¹
104. 5.1. Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.¹⁶
105. 2.2. Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.¹⁶
106. Attract and retain quality jobs in the City. Provide adequate employment opportunities for residents. Quality jobs are safe and provide wages that are sufficient for meeting basic human needs, time off for illness and leisure, autonomy and opportunities for skill development—which helps to eliminate health disparities.⁵
107. Attract and retain green businesses in the city. Designate a green industrial zone for manufacturing and research offices. Develop an incentives program to attract and retain green businesses, and for existing businesses to become clean and green. Coordinate with the workforce development, training and recruitment programs to ensure that green jobs benefit Richmond residents. Collaborate with the local chambers of commerce and other city agencies.⁵

Promote locally-owned and small business development programs.

108. P-25: Use a community-driven neighborhood economic development approach to build local capacity to achieve economic development outcomes, minimize involuntary displacement and spur commercial activity in underserved neighborhoods.¹

109. P-26: Support microenterprise and entrepreneurship. 1

110. P-28: Expand partnerships with community-based organizations, foundations, community development financial institutions, business improvement districts and the private sector (generally) to leverage more public investments in neighborhood economic development.¹

111. 5.2. Sustain and support business development activities to retain, expand and recruit businesses.¹⁶

112. 5.3. Support community-based economic development initiatives consistent with this Comprehensive Plan and compatible with neighborhood livability.¹⁶

113. Explore the potential for attracting organizations and financial institutions that can provide micro-lending and responsible lending programs to small business owners and entrepreneurs in Richmond, especially to low-income groups. Coordinate with the city's Economic Development Commission (EDC).

114. Promote locally-owned and cooperative enterprises and businesses in the city. Maximize economic and community benefits. Develop a small business development program for the city. Work with the chambers of commerce.⁵

115. Adopt a local first hire ordinance that provides incentives to new businesses that hire a minimum of 30% local residents.⁵

Economic self-sufficiency

116. P-45: Work toward more effective poverty reduction through aligning major public systems responsible for housing, social services, community development and workforce development.¹

117. P-46: Reduce racial, ethnic and disability-related disparities in economic self-sufficiency.¹

Encourage siting and transportation access to employment centers to reduce commute distances and provide opportunities for active transportation.

118. P-27: Improve access to jobs in priority neighborhoods through frequent transit, active transportation, workforce development training and employment growth in neighborhoods.¹

119. Support business districts outside of city centers that are well served by public transit facilities.¹⁰

120. Balance commercial and residential development to reduce the number of people who must commute a long distance of work.²

121. 2.11. Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area. Encourage the retention of existing medium and high density apartment zoning adjacent to these centers.¹⁶

Support wellness programs/policies for city employees and other worksites to encourage physical activity while at work.³

Food Systems

Provide convenient, safe access to healthy foods for all residents.¹⁰

122. H-15: Expand access to healthy, affordable food by supporting the viability of grocery stores, local markets and community gardens in neighborhood centers.¹
123. Ensure that all Richmond residents have access to affordable and nutritious food to support improved nutrition, reduced incidence of hunger and healthy eating choices.⁵
124. Goals, policies and programs could support the development of sustainable systems that provide fresh, healthful and culturally appropriate foods to all residents through retail grocery outlets, farmers markets, and other forms of farm direct marketing.¹²
125. Provide adequate healthy food options in the city. Ensure that more than 75% of the households in the city live within ½ mile of a full-service grocery store, fresh produce market, an ethnic market or a convenience store that stocks fresh produce.⁵
126. Require space for community gardens, farmers markets, and full-service supermarkets within or adjacent to residential neighborhoods.²
127. Establish a walkability standard (e.g., a quarter- to half-mile) for access to retailers/sources of fresh produce (e.g., grocery stores, green grocers, farmers' markets, community gardens) (could be applied only to new development and redevelopment, or could require that all neighborhoods that do not meet this standard be targeted for healthy food development incentives).¹⁰

Improve access to affordable healthful food in multiple retail settings.⁹ Support access to healthful foods through purchase.¹²

Grocery Stores & Markets: Expand access to healthy, affordable food by prioritizing grocery stores or markets as essential components of neighborhood hubs.¹

128. Identify grocery access as a priority for economic development and provide fast-track permitting for grocery stores in underserved areas. Establish a walkability standard (e.g., a quarter- to half-mile) for access to retailers/sources of fresh produce.²
129. Identify grocery access as a priority for economic development (give responsibility for food retail attraction and development to a specific governmental department, such as community and economic development).¹⁰
130. Provide fast-track permitting for grocery stores in underserved areas.¹⁰
131. Prevent restrictive covenants that keep new grocery stores from using a competitor's abandoned site.¹⁰

Healthy Food Retail: Encourage convenience stores, liquor stores and ethnic food markets, especially in areas with limited access to full-service grocery stores, to carry healthy foods, including fresh produce.

132. Encourage convenience stores, liquor stores and ethnic food markets, especially in areas with limited access to full-service grocery stores, to carry fresh produce through incentives programs or otherwise.²
133. Utilize existing economic development incentives and/or create new incentives to encourage stores to sell fresh, healthy foods such as produce in underserved areas (e.g., tax breaks, grants

and loans, eminent domain/land assembly, conditional use zoning, dedicated assistance funds for infrastructure improvements such as refrigeration and signage).¹⁰

134. Encourage convenience stores, liquor stores and ethnic food markets to carry fresh produce. Develop an incentives program to encourage liquor stores and convenience stores to convert to fresh produce markets or carry fresh produce in their stores. Target low-income and disadvantaged communities that have limited access to full-service grocery stores.⁵
135. Provide safe, convenient opportunities to purchase fresh fruits and vegetables by ensuring that sources of healthy foods are accessible in all neighborhoods. Low-income neighborhoods suffer from disproportionately lower access to food retail outlets that sell fresh produce and disproportionately higher concentrations of fast food and convenience stores; when people have the option to choose fruits and vegetables, they do.¹⁰
136. Prioritize healthy food development incentives in areas with a high ratio of convenience, fast food, and liquor stores.¹⁰

Farmers Markets & Stands, Community Supported Agriculture Drop-offs: Promote farm-to-market and farm-to-consumer opportunities in the city.

137. Identify new farmers' market locations based on factors such as limited existing access to healthy foods, density of fast food outlets, and local auto-ownership rates.⁴
138. Promote farmers' markets, farm stands, and community gardens in the city. Supplement the availability of fresh produce in the city while encouraging social cohesion, supporting local farmers and reducing green house gases.⁵
139. The City can provide for farmers markets, and encourage long-term sustainability of markets serving under resourced communities.¹²
140. Identify appropriate sites for farmers' markets (e.g., municipal parks, street closures) and drop-off sites for community-supported agriculture "shares" (direct marketing between farmers and consumers), and prioritize those uses in appropriate locations (create specific zoning ordinances that define these uses and identify where they are most appropriate/needed).¹⁰

Institutional Purchasing: Support access to healthful foods through institutional purchasing by serving foods consistent with dietary guidelines.

141. Support access to healthful foods through institutional purchasing; serve only food consistent with dietary guidelines in government-owned buildings and at events.²
142. Serve only food consistent with dietary guidelines (e.g., Dietary Guidelines for Americans) in government-owned buildings/hospitals and at government organized events.¹⁰

*Restaurants: Encourage restaurants to serve healthy foods and provide nutritional information to customers.*⁵

143. Encourage restaurants to serve healthy foods and provide nutritional information to customers. Continue to collaborate with health agencies to encourage the availability of healthy foods at restaurants while supporting businesses that offer healthy foods.⁵
144. Fast food restaurants can be discouraged from locating in the city, and especially near schools, through zoning or other tools.¹²

145. Encourage restaurants that serve healthy food options. Limit the amount of trans-fat in restaurant food in the city. Make new chain retail stores a conditional land use.⁵
146. Encourage or require restaurants to post nutrition information for menu items.¹⁰
147. Offer incentives/publicity for restaurants that adopt menus consistent with dietary guidelines and/or serve locally grown foods.¹⁰
148. Encourage restaurants to participate in a voluntary ban on trans fats.¹⁰

Active Transportation Access: Improve active transportation access to healthy food sources. Encourage the location of new healthy food sources in areas served by transit and other transportation options.

149. Locate new healthy food sources near transit stations to improve access for those without cars.¹⁰
150. Invest in transportation infrastructure of all kinds (including sidewalks) that improve access to existing and planned healthy food sources.⁴

Improve the overall retail food environment by restricting or limiting access to unhealthy foods.

151. Consider charging stores a fee for the privilege of selling low-nutrient foods; the fee would fund activities aimed at mitigating the harmful health effects of these foods.¹⁰
152. Avoid a concentration of unhealthy food providers within neighborhoods.⁹
153. People choose among foods that are readily available; healthy options should be at least as available and accessible as unhealthy options.¹⁰
154. Consider limiting the number or concentration of “formula” restaurants via zoning ordinance.¹⁰
155. Ban or limit drive-through food outlets, or those within certain geographic areas (e.g., around schools).¹⁰
156. Restrict approvals of new liquor stores or other retailers that sell alcohol for off-site consumption, in target areas (e.g., high crime areas, near schools).¹⁰
157. Identify fast food restaurants, liquor, and convenience stores as “conditional uses” only; instate conditional use review upon lease renewal or at point of business sale.¹⁰
158. Consider restricting outdoor advertisements (e.g., limiting location, size, or density) throughout the jurisdiction or in certain geographic areas (e.g., around schools).¹⁰
159. Consider limiting approvals of new liquor stores in target areas (e.g., in high crime areas, areas of over concentration, near schools) (could use conditional use zoning as mechanism) (see Objective 4.3).¹⁰
160. Utilize nuisance enforcement to close liquor stores that fail to operate in a way that upholds community health, safety, and welfare.¹⁰

Increase home-grown and locally-grown food.⁹

161. Support access to healthful food through food production.¹²
162. The City could also provide incentives for food production within city limits on public and private land, including rooftop gardens.¹²

163. Providing access to land (City-owned or otherwise) for growing food locally and providing access to fresh foods generally can increase consumption of fresh foods.¹²

Community Gardens & Urban Farms: Expand community gardens, exploring edible landscaping and making it possible for all Portlanders, including those without yards, to grow their own food.¹

164. Community gardens help increase the availability and appreciation for fresh fruits and vegetable, in addition to providing an opportunity for exercise, green space, and a place for community gatherings.¹⁰
165. The City's Community Garden Program can be significantly strengthened and expanded to offer space to the hundreds of people on waiting lists to grow their own food.¹²
166. Provide land for growing food through using City or other public resources; require space for community gardens on multi-family housing developments; designate or prioritize vacant and other lands for urban agriculture.²
167. Provide ample opportunities for community gardens and urban farms.⁵
168. Encourage the use of vacant lots for community gardens (e.g., allow community gardens as a use in all zones, create specific "community garden" zoning regulation, protect gardens from confiscation, provide free water/trash collection).¹⁰
169. Identify and inventory potential community garden/urban farm sites on existing parks, public easements and right-of-ways, and schoolyards, and prioritize site use as community gardens in appropriate locations.¹⁰
170. Consider setting a community garden standard (e.g., at least one community garden for every 2,500 households).¹⁰
171. Support and promote urban agriculture on publicly owned, non-contaminated vacant land in the city. Explore the potential for designating an urban agriculture zone in the city. Identify and revise ordinances that may limit or restrict urban farm stands and urban agriculture.⁵
172. Temporary farm stands, urban agriculture projects, and community vegetable gardens on school, park, and community center sites, and near public agency offices and nonprofit providers offering health, human and social services could also expand the access to fresh foods.⁵

Encourage healthy eating habits through education.

173. Offer residents such classes as gardening or composting, or support a community-based organization to do so; prioritize classes in neighborhoods that lack access to healthy foods and/or green space.¹⁰
174. Disseminate information about healthful eating habits (e.g., Champions for Change Campaign).¹⁰
175. Encourage healthy eating habits and healthy eating messages. Information about nutrition helps residents make healthier food choices.¹⁰

Foster and support the local multi-tiered food economy.⁹

176. Assess and plan for local food processing/wholesaling/distribution facilities to connect local agriculture to markets such as retailers, restaurants, schools, hospitals and other institutions.²

177. Support strategies that capitalize on the mutual benefit of connections between rural economies as food producers and urban economies as processors and consumers (e.g., developing farmers' markets and other markets for local foods).¹⁰
178. Assess and plan for local food processing/wholesaling/distribution facilities to connect local agriculture to markets such as retailers, restaurants, schools, hospitals, and other institutions (e.g., protect areas zoned for industrial use from being zoned for other uses such as commercial or residential; attract and retain local food processing/wholesaling/distribution firms through economic development incentives such as land assembly, streamlined permitting, and tax breaks).¹⁰

*Regional Agriculture: Preserve regional agriculture and farmland as a source of healthy, local fruits and vegetables and other foods, and connect local food markets to local agriculture.*¹⁰

179. Preserving and protecting local farmland creates opportunities to link consumers to sources of fresh, healthy food and can improve local food access.¹⁰
180. Protect agricultural land from urban development except where the general plan land use map has designated the land for urban uses (establish green belts or agricultural buffers around urban land; require developers to place lands within this buffer into permanent agriculture land trusts or other agricultural easements).¹⁰
181. Foster the growth of environmentally friendly agricultural business and industry by encouraging sustainable practices such as organic farming.¹⁰
182. Link efforts to protect local farmland with the development of diverse markets for local produce (e.g., community-supported agriculture programs, farmers' markets, farm-to-institution programs, grocery stores, restaurants).¹⁰

Decrease the number of Portlanders that rely on food assistance to meet their nutritional needs and ensure access for those who need emergency food assistance.⁹

183. Encourage public and private efforts that support food banks and nutrition programs, especially to meet the nutritional needs of infants, children and the elderly, and other vulnerable populations.⁶
184. Increase resident participation in federal food programs. Federal assistance to eligible individuals can be spent in Richmond at local food stores, reduce dependence on emergency food programs, and improve the overall health of community through better nutrition. Federal programs include food stamps, WIC and school lunch programs.⁵
185. Encourage farmers' markets to accept credit and food stamp Electronic Benefit Transfer (EBT) cards; Women, Infants, and Children (WIC) benefits; and Senior Farmers' Market Nutrition Program benefits (e.g., require all farmers' markets in a jurisdiction to accept food stamps and other public benefits through definition in zoning code, provide technical assistance and support to farmers' markets to ensure their ability to accept public benefits).¹⁰

Health Care

Support access to health care and insurance benefits.

186. Encourage preventive health care for workers. Continue to encourage Portland employers to Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical, and addiction services.⁶
187. Provide adequate health coverage and benefits to full-time and part-time employees.⁵
188. Collaborate with community organizations and health providers to advocate at the State level for expanded access to health insurance and to expanded coverage for preventive care and long-term health.⁶
189. Collaborate with community organizations and health providers to advocate for quality health care and broader accessibility to services.⁶
190. Ensure all Richmond residents have access to primary and emergency health care facilities and medical services.⁵

Provide public transit service to medical facilities and/or encourage location of medical facilities near existing transit and pedestrian routes.

191. Support and encourage the expansion of para-transit and public transit service to neighborhood and regional medical facilities. Collaborate with transit service providers to adequately serve people who are transit-dependent by improving connections to regional medical facilities that serve Portland residents and businesses.⁵
192. Make it a priority to provide a range of health services (e.g., primary, preventative, specialty, prenatal, and dental care, and substance abuse treatment and counseling) in locations that are accessible to community residents.¹⁰
193. Locate new clinics with a goal of creating walkable access for a majority of users' trips (map total clinic visits by neighborhood origin of patients).¹⁰
194. Work with local transit agencies to develop transit routes that connect residents to health service facilities, especially in the most underserved neighborhoods.¹⁰
195. Provide free shuttle service to health services for those who require it or who live in underserved areas.¹⁰
196. Ensure that medical facilities in the city are directly served by public transit. Ensure service especially from neighborhoods with higher proportion of transit dependent population such as low-income households, seniors and people with disabilities.⁵
197. Locate health services throughout the community and especially close to those who need them the most. Easy access to health services is vital for helping residents prevent illness before it arises or worsens.¹⁰

Encourage neighborhoods that sustain mental health and promote social capital.¹⁰

Support access to mental and behavioral health services.

198. Support increased access to preventive interventions at agencies that serve the homeless, mentally ill and chemically dependent populations. Pursue co-location of health services at these and other agencies serving those disproportionately affected by disease.⁶
199. Work with other jurisdictions, institutions, health care providers and community organizations to develop a strong continuum of community-based long-term care services.⁶
200. Pursue co-location of programs and services, particularly in under-served areas.⁶

Housing

Provide a range of housing types to meet diverse needs in the city.⁵

201. P-29: Provide for a supply of quality housing that meets expected growth, is diverse in terms of unit types and price, and is located to take advantage of the long-term affordability benefits of the Healthy Connected City strategy's network of hubs and connections.¹
202. P-31: Produce and preserve housing to meet the needs that remain unmet by the private market.¹

203. 2.2. Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.¹⁶

204. 2.9. Allow for a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.¹⁶

205. 4.9. Ensure freedom of choice in housing type, tenure, and neighborhood for all, regardless of race, color, age, gender, familial status, sexual orientation, religion, national origin, source of income or disability.¹⁶

206. 4.10. Promote creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community.¹⁶

207. 4.12. Ensure that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them.¹⁶

208. Ensure adequate housing for seniors, large and small families, and people with disabilities. Ensure different product types including single-family, rental, apartment and townhomes.⁵

209. Remove obstacles to co-housing and other nontraditional housing types (e.g., zoning that allows "granny flat" additions).¹⁰

210. Provide a range of house types and affordable housing units around schools.¹⁰

Locate new housing near local services and transportation options, particularly for low-income and senior residents.

211. H-16: Encourage development of high-quality, well designed housing in and around neighborhood centers and near transit—at a variety of sizes and cost ranges.¹

212. P-38: Link housing to transportation at the local level by including housing strategies as part of planning major transit investments.¹

213. P-39: Develop corridor-specific housing strategies as a component of major transit investments.¹

214. Ensure that affordable housing units are located close to amenities. Community and retail amenities include park, full-service grocery store, transit and retail, child care and public services.²

215. Ensure that affordable housing units are located close to amenities. Community and retail amenities include park, full-service grocery store, local public transit stop, and retail and public services.⁵

Encourage development of high quality, well designed housing that protects the health and safety of residents and encourages active living.¹

216. P-30: Maintain the health, safety and viability of existing housing stock.¹

217. 4.3. 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.¹⁶

218. 4.4. Ensure a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.¹⁶

219. 4.6. Encourage the development of housing that exceeds minimum construction standards.¹⁶

220. Strategize a plan to improve the housing stock; support stronger rental codes to meet basic health & safety issues.³

221. Require new development and redevelopment projects to provide pedestrian and bicycle amenities including bikeways, sidewalks, secured bicycle parking signage and other streetscape improvements, as appropriate.²

222. Ensure that housing units protect public health and safety. Address lead and asbestos contamination, structural safety, and deferred maintenance in existing homes in the city, especially the affordable housing units.⁵

See also, Indoor air quality and toxics, page 32.

Support maintaining economic diversity and established and new communities.¹

223. H-9: Use investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development and economic change in established communities.¹

224. 3.3. Promote neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the City's neighborhoods.¹⁶

225. 4.7. 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.¹⁶

226. 4.8. Ensure opportunities for economic and racial integration throughout the region by advocating for the development of a range of housing options affordable to all income levels throughout the region.¹⁶

227. 4.14. Stabilize neighborhoods by promoting: 1) a variety of homeownership and rental housing options; 2) security of housing tenure; and 3) opportunities for community interaction.¹⁶

228. Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods (e.g., adopt inclusionary housing requirements.¹⁰

229. Promote mixed income neighborhoods. Ensure that affordable housing is integrated throughout the city and into neighborhoods. Avoid concentration of either below market rate units or market rate units in a single neighborhood or development.⁵

230. Maintain neighborhood continuity by targeting new affordable housing developments for existing residents.¹⁰

231. Support local residents and businesses in building equity. Provide long-term stability in the community.⁵

Provide an adequate supply of quality affordable housing units in the city.⁵

232. H-17: Promote and provide affordable housing options accessible to older adults and mobility-limited individuals in places where close proximity to services and transit makes it easier to live independently.¹
233. P-32: Provide for long-term housing affordability by considering the combined cost to residents of housing, utilities and transportation when making housing investment decisions.¹
234. P-33: Remove discriminatory barriers to Portlanders trying to secure housing.¹
235. P-36: Increase the ability of low-income households to access homeownership opportunities. 1
236. P-34: Keep families in their homes by preventing avoidable, involuntary evictions and foreclosures.¹
237. P-40: Link workforce training programs with subsidized housing to help people who are in stable environments access job skills training, increase their income, reduce their time spent in subsidized housing and free up units for those on the waiting list.¹
238. T-12: Stabilize housing for homeless and low-income families with young children to reduce student mobility rates and provide educational continuity for students throughout the school year.¹
239. 4.1. Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future.¹⁶
240. 4.2. Retain housing potential by requiring no net loss of land reserved for, or committed to, residential, or mixed-use. When considering requests for amendments to the Comprehensive Plan map, require that any loss of potential housing units be replaced.¹⁶
241. 4.11. Promote the development and preservation of quality housing that is affordable across the full spectrum of household incomes.¹⁶
242. 4.13. Ensure that there are opportunities for development of small homes with basic amenities to ensure housing opportunities for low-income households, members of protected classes, households with children, and households supportive of reduced resource consumption.¹⁶
243. 4.15. Consider the impact of regulations and fees in the balance between housing affordability and other objectives such as environmental quality, urban design, maintenance of neighborhood character, and protection of public health, safety, and welfare.¹⁶
244. Consider the regional housing needs determination in setting targets for new affordable housing.⁵
245. Increase the amount of redevelopment funds dedicated to the development on affordable housing.⁵
246. Provide housing for all income groups, especially for low and very low-income households, seniors and people with disabilities.⁵
247. Establish a community land trust for developing affordable housing and cooperative enterprise projects in the city. Collaborate with the Redevelopment Department.⁵
248. Ensure an adequate supply of quality affordable housing in the city to promote stable and integrated communities, and provide healthy living conditions for all residents.⁵

Provide housing options that allow people to live closer to work.

- 249. 2.15. 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.
- 250. 2.15. Locate affordable housing close to employment centers.
- 251. 2.15. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.¹⁶
- 252. Prioritize affordable housing and the ability to live near work. Too often affordable housing is either far away from a person's work and/or concentrated in areas of poverty. Long commutes are associated with personal stress and neighborhoods with little cohesion, while concentrations of poverty expose residents to environmental health risks and exacerbate health disparities.¹⁰

Work with social service agencies to provide an integrated system of care for people experiencing homelessness.⁵

- 253. P-35: Move people quickly from homelessness into housing in a way that lasts, and maintain the safety nets that keep households from falling into homelessness and address emergency needs.¹
- 254. Link supportive services (mental health, substance abuse and primary health care) to the permanent housing.⁵
- 255. Ensure an integrated system of care for people experiencing homelessness. Develop a homeless plan to provide shelters and transition facilities, with wrap-around programs and services for people dealing with homelessness, substance abuse and mental health.⁵

Promote community design and housing that support aging in place.

- 256. P-37: Provide for the growing housing needs of the disabled and elderly through designing housing units to be more physically accessible and locating more of this housing near neighborhood hubs and frequent transit service.¹
- 257. Housing construction that is accessible/visitable and allows aging in place will increase access to housing by the elderly and disability communities.
- 258. Promote housing practices that support aging in place (e.g., universal design, multiple housing types available within neighborhoods).¹⁰
- 259. Support healthy aging in place and childhood development by promoting safe, "complete" streets and a range of housing types and affordability within neighborhoods.¹⁰
- 260. Support cohesive neighborhoods and lifecycle housing to promote health and safety.¹⁰

Infrastructure Asset Management

Continue to manage and invest in quality basic public services.¹

261. H-3: Continue to manage and invest in quality basic public services. These services include public safety, emergency services, transportation and transit, drinking water, sewer, stormwater and green infrastructure, parks and natural areas and civic buildings.¹

262. 3.1. Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.¹⁶

263. 11.35. Establish water rates based on the cost of providing water service in an equitable manner.¹⁶

See also, Drinking Water, page 15.

See also, Parks & Recreation, page 33.

See also, Transportation, page 38.

See also, Watershed Health, page 44.

Indoor and Outdoor Air Quality

Reduce levels and impacts of pollution from stationary and non-stationary sources.

264. Protect the population from impacts of stationary and non-stationary sources of pollution.⁵
265. Continue policies to minimize particulate matter emissions during road and building construction and demolition.⁷
266. Encourage the use of building and other construction materials and methods which generate minimum amounts of particulate matter during construction as well as demolition.⁷
267. Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, railroads, diesel trucks and busy roadways.⁵
268. Promote the development of non-polluting industries and insist on compliance with established industrial emission control regulations by existing industries.⁷
269. Monitor and assess the impact of air pollution on health.⁵

Encourage a variety of transportation choices to aid in improving air quality.

270. 6.28. 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.¹⁶
271. 8.4. Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area.¹⁶
272. Reduce residents' reliance on cars. Motor vehicles are often the principle contributors of particulate matter, nitrogen oxides, and ozone, which contribute to asthma and bronchitis. Roads and parking lots comprise most of the impervious surface in a metropolitan area, leading to water-contaminating run-off, with auto leaks and emissions contributing the most non-point-source pollution in this run-off.¹⁰
273. Minimize the pollution associated with stop-and-go traffic by implementing traffic calming techniques (e.g., replacing stop lights, stop signs, and speed bumps with chicanes, narrower streets, or modern roundabouts).¹⁰

Ensure sensitive uses such as schools, childcare centers, parks and playgrounds, housing and community gathering places are protected from adverse impacts of emissions.⁵

274. Avoid locating new sensitive uses such as schools, childcare centers and housing in proximity to polluting mobile and stationary sources of pollution/environmental hazards.²
275. Avoid locating new sensitive uses such as schools, childcare centers and housing in proximity to polluting mobile and stationary sources of pollution.⁵
276. Protect homes, schools, workplaces, and stores from major sources of outdoor air pollution. Populations in close proximity to noxious land uses are more vulnerable to respiratory diseases and cancers.¹⁰
277. Plan truck routes that avoid neighborhoods and schools.¹⁰
278. Locate stationary emitters (e.g., incinerators, factories, refineries) away and downwind from homes and schools.¹⁰

- 279. Exercise air quality modeling in building design for sensitive land uses such as residential developments that are located near the sources of pollution such as freeways and industries.⁷
- 280. Locate sensitive uses, such as schools and family housing, at least 500 feet from highways.¹⁰

Ensure adequate buffers or mitigation measures between sensitive uses.

- 281. 2.23. When residential zoned lands are changed to commercial, employment, or industrial zones, ensure that impacts from nonresidential uses on residential areas are mitigated through the use of buffering and access limitations.¹⁶
- 282. 5.9. Protect non-industrial lands from the potential adverse impacts of industrial activities and development.¹⁶
- 283. 8.23. Ensure that the development of aggregate resources limits adverse environmental impacts and impacts on adjacent land uses as practically as possible.¹⁶
- 284. 8.24. Ensure the reclamation of mining sites in a manner compatible with the surrounding land uses, natural conditions and public safety.¹⁶
- 285. 6.9.C. Priority Truck Streets should be designed to facilitate the movement of all truck classes and over-dimensional loads, as practicable. Buffer adjacent residential uses from noise impacts, where warranted.¹⁶
- 286. Ensure adequate buffers or noise mitigation measures between sensitive uses. Sensitive uses include residential units and major noise polluters such as roadways, railroads, and heavy industry.²

Support regional policies and efforts that improve air quality to protect human and environmental health and minimize disproportionate impacts on sensitive population groups.⁵

- 287. 8.1. Continue to cooperate with public agencies concerned with the improvement of air quality, and implement state and regional plans and programs to attain overall state and federal air quality standards. Cooperate and work with Metro and the State Department of Environmental Quality in efforts to maintain federal ambient air quality standards for ozone and carbon monoxide on a long-term basis.¹⁶
- 288. Support regional, state and federal efforts to enforce existing pollution control laws and strengthen regulations.⁵
- 289. Continue to work with stakeholders to reduce impacts associated with air quality on disadvantaged neighborhoods and continue to participate in regional planning efforts with nearby jurisdictions to meet or exceed air quality standards.⁵
- 290. Require industry to reduce emissions that negatively impact public health and the natural environment. Revise and strengthen existing ordinances that defines penalties and mitigation measures for toxic releases and accidents. Encourage County, State, Federal environmental regulators to increase penalties for toxic releases and accidents to prevent lax adherence to regulations.⁵

Reduce Portlanders' exposure to indoor air pollution and toxics in homes, schools and workplaces.⁹

- 291. Identify improving indoor air quality as a priority in the "open space" or "air quality" element.¹⁰

292. Promote green building practices that support “healthy homes” (e.g., use materials with low-VOC emissions, windows for natural light, and heating with minimal need for furnace-combustion).¹⁰
293. Explore the feasibility of new ordinances that would eliminate exposure to secondhand smoke by creating smoke-free environments for all workplaces, multi-unit housing, and outdoor areas such as parks, dining areas, service lines, and other public gathering places.¹⁰
294. Explore the feasibility of new ordinances that would eliminate exposure to secondhand smoke by creating smoke-free environments for all workplaces and multi-unit housing (see Objective 5.2).¹⁰
295. Disseminate information about methods for reducing mold growth.¹⁰
296. Enforce standards for mold mitigation.¹⁰
297. Encourage radon inspections in geologically at-risk locations.¹⁰
298. Maintain rigorous efforts to prevent insect and rodent infestation, reducing vectors for disease and sources of asthma-inducing allergens before requiring hazardous pesticides.¹⁰
299. Targeting toxicity and reducing greenhouse gas emissions would minimize the impact of harmful wastes.¹²
300. Augment support for existing lead abatement programs.¹⁰
301. Promote healthy indoor air quality.³
302. Promote healthy indoor air quality. People spend about 90 percent of their time indoors; yet indoor air quality is not as well regulated and can be worse than outdoor air quality.¹⁰
303. Identify improving indoor air quality as a priority in the “open space” or “air quality” element.¹⁰
304. Design buildings to mitigate poor air quality. Sources of pollution include heavy industry, port, truck routes, and busy roadways.⁵

See also, Housing, page 26.

Reduce exposure to noise pollution.⁹

305. 8.19. Reduce and prevent excessive noise and vibration in attached residential dwelling through construction requirements.¹⁶
306. 8.20. Partner with the Port of Portland to reduce and prevent excessive noise levels from one use which may impact another use through on-going noise monitoring and enforcement procedures. Explore creative new ways to address noise impacts.¹⁶
307. Regulate indoor and outdoor noise levels to protect health and safety.⁵
308. Work with regulatory agencies to monitor and enforce noise standards in the community. Reduce or mitigate objectionable noise sources and require new noise sources to comply with noise standards.⁵
309. Regulate both indoor and outdoor noise levels to protect health and safety. Use a combination of noise standards and existing noise levels to determine impacts and mitigation measures.⁵

Parks & Recreation

Make sure all parts of the city have access to parks, recreational facilities and nature.⁹ Prioritize new parks and recreational amenities in underserved areas.

310. H-19: Integrate parks, plazas or other gathering places into neighborhood centers to provide places for community activity and social connections.¹
311. 2.6. 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.¹⁶
312. 11.41. Base the priorities for improvement and development of parklands on documented needs and the following criteria: low long-term maintenance costs, location in deficient areas, broad community support, location adjacent to schools and other public facilities, support of neighborhood stabilization and community development projects and policies, and consistency with park master development plans.¹⁶
313. 11.42. Increase the supply of parkland, giving priority to: areas where serious geographical and service level deficiencies exist, land acquisition necessary to complete the "Forty Mile Loop" system, acquisition of lands appropriate for park development which have been declared surplus by other public agencies, and acquisition of environmentally unique areas and natural drainageways.¹⁶
314. 11.46. Provide recreation programs and services including cultural, educational, historical, health and physical fitness, and sports (competitive and non-competitive) as required to meet a balanced program which includes the needs of the specially handicapped and the elderly within existing resources.¹⁶
315. Ensure that all Portland residents have access to adequate and quality park and recreation opportunities that support increased physical activity, improved mental health and greater social cohesion.²
316. Ensure that all Richmond residents have access to adequate and quality recreation opportunities and open space that supports increased physical activity, improved mental health and greater social cohesion in the community.⁵
317. Improve access for residents who have limited opportunities for parks, recreation and open space in their neighborhoods.
318. Identify opportunities to increase acreage of total recreational areas (e.g., convert old railroad right-of-ways to bicycle trails, utilize public easements for community gardens, prioritize new parks in underserved or low-income communities.¹⁰
319. Ensure that the city has an extensive system of parks, playgrounds and open space that adequately serve current and future needs of residents.⁵

Ensure parks and recreational facilities are well-maintained, safe and attractive places and provide quality recreational experiences.

320. 11.39. Provide programmed preventive maintenance to all city park and recreational facilities in a manner which reduces unplanned reactive maintenance and emphasizes the use of scheduled service delivery.¹⁶

- 321. Ensure that parks, playgrounds and open spaces are well maintained and safe for families, children and seniors.⁵
- 322. Build neighborhoods with safe and attractive places for recreational exercise.¹⁰
- 323. Establish and fund a high level of service standard for parks (e.g., cleanliness, lighting).¹⁰

Provide a range of park types and recreational amenities to meet the physical and social needs of the community.

324. 11.41. Base the priorities for improvement and development of parklands on documented needs and the following criteria: low long-term maintenance costs, location in deficient areas, broad community support, location adjacent to schools and other public facilities, support of neighborhood stabilization and community development projects and policies, and consistency with park master development plans.¹⁶

- 325. Continue to provide a diverse range of park types, functions and recreational opportunities to meet the physical and social needs of the community. Regularly review the design and programming of all City parks to expand and diversify uses.⁵

Ensure the city has adequate recreational facilities and programs to adequately serve current and future needs of residents.⁵

- 326. Increase participation in recreational activities.⁹
- 327. Create convenient and safe opportunities for physical activity for residents of all ages and income levels.¹⁰
- 328. Upgrade existing facilities and intensify programming. Maximize the use of existing resources to serve current and future needs. Conduct needs assessment for recreation programs and services with local residents.⁵
- 329. Provide a range of quality recreational facilities that are well maintained, have adequate lighting, signage, hours of operation and represent the multi-ethnic and multicultural needs of the community. Providing facility upgrades may increase capacity to attract people from neighborhoods that are currently underserved.⁵

Set a walkability standard for residents' access to parks and recreational facilities.²

- 330. Set a walkability standard (e.g., a quarter- or half-mile) for residents' access to recreational facilities.¹⁰
- 331. Implement walkability and level of service standard for parks and recreation areas.¹⁰
- 332. Walkable access to recreational facilities substantially increases their use.¹⁰
- 333. Ensure that more than 75% of the households in the city live within ¼ mile and 100% of the households live within ½ mile of an active community park or open space.⁵
- 334. Ensure that 100% of the households in the city live within ½ mile of a public recreation facility.⁵

Encourage shared use partnerships between school districts, parks and recreation departments and local nonprofits to increase access to parks and recreation amenities.

- 335. T-21: Utilize school grounds and facilities as green spaces, community gardens, playgrounds and other physical activity resources for neighborhoods with little or no other access to green spaces.¹

336. Encourage school districts, parks and recreation departments and local nonprofits to collaborate on shared use of facilities, especially in neighborhoods that suffer a disproportionate lack of recreational facilities and in areas where schools have inadequate play areas.²
337. Ensure school playgrounds are available for use on weekend.¹⁴
338. Encourage school districts, parks and recreation departments, and local non-profits to collaborate on shared use of athletic fields and recreational facilities.¹³
339. Promote joint-use projects and programs in collaboration with the School District. Improve and maximize the use of existing parks and recreation facilities. Ensure that schools have adequate play and activity areas. Develop similar agreements with private schools in the city.⁵
340. Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of recreational facilities.¹⁰

Promote and improve transit and other active transportation connections to parks, recreation facilities, and open space.

341. Work with transit agencies to improve connections and access to open space and recreation facilities from all Portland neighborhoods.⁵
342. Provide better access to indoor recreation, and/or make other provisions such as improved transit, transit circulators, mobile recreation, or facility partnerships with other organizations in areas where there are concentrations of people with low mobility.⁸
343. Improve transportation connections to regional parks and open space.⁵
344. Improve access to large-scale natural areas located in the City including regional parks. These areas should be open for controlled access to improve public enjoyment and interpretation.⁵
345. Improve public access to creeks, shoreline and other natural areas for recreation, education, and restoration activities. Promote pedestrian, bicycle and public transit access where feasible. Develop a community transportation plan that addresses safe pedestrian, bicycle and transit connections between residential neighborhoods and regional parks and open space.⁵

Public Safety

Encourage a policing strategy that works in partnership with the community to reduce crime through prevention, education and enforcement.⁶

346. T-13: Support collaborative efforts between public safety providers, youth and other community members, organizations and businesses to decrease gang violence and other threats to public safety through positive relationship-building and holistic approaches.¹
347. Reduce citizen fear of and susceptibility to crime through increasing awareness of crime prevention methods and involving the entire community in crime prevention programs.
348. Encourage a policing strategy that works in partnership with the community to reduce crime through prevention, education and enforcement, and encourages communities to build block-by-block networks to prevent crime, develop social networks, and solve common problems.⁶
349. Support community policing, neighborhood watch, and walking/biking police patrols that engage community residents.¹⁰
350. Promote programming, community education and resources at schools, workplaces, etc on violence prevention, domestic violence, behavioral health and drug use.³
351. Strengthen the linkage between public safety and human services to encourage lawful behavior, reduce vulnerabilities of street populations, and address family violence and sexual assault.⁶
352. Encourage efforts that enhance strong family relationships and healthy child development and work in partnership with the state, counties and community agencies to prevent violence and injury, in areas such as child abuse, sexual assault, domestic violence, firearms injury, and violence associated with substance abuse.⁶

Encourage urban and building design that fosters public safety and creates safe neighborhoods.

353. 5.6. Implement crime prevention measures, including design improvements, in commercial areas to increase the safety of business people, employees and customers and to maintain and promote neighborhood patronage.¹⁶
354. Identify street trees as an important technique for stress- and crime-reduction.¹⁰
355. Adopt design and planning guidelines that enhance safety in parks, playgrounds, streets and public places. Require new development, redevelopment and public works projects to incorporate these guidelines when developing streets, parks, playgrounds and other public places.⁵
356. Ensure safe neighborhoods and public spaces throughout the city that promote social interactions and foster a sense of identity and pride in the community.⁵
357. Pursue an integrated strategy to reduce street crime and violence. Violence is a significant threat in some neighborhoods, while fear of violence causes great stress and deteriorates the pedestrian/bicycle environment. Better design can reduce the opportunity for (and fear of) street crimes.¹⁰
358. Promote the use of pedestrian-scale lighting in the design of public spaces. Develop a lighting plan for all public areas of the city including streets, parks and civic areas. Include guidelines and standards for pedestrian-scale lighting in the city. Develop an incentives program for existing development to make these improvements.⁵

359. Build diverse public spaces that provide pleasant places for neighbors to meet and congregate. Pleasant streetscapes are associated with more social connections, lower stress, and greater pedestrian safety, and public space provides opportunities to build community.¹⁰

Transportation Systems

Foster a multi-modal, accessible transportation system that provides access to community destinations.

360. H-18: Link neighborhood centers to each other, employment areas, the Central City and the broader region through a multi-modal transit system.¹
361. H-18: Prioritize safe and attractive frequent transit service, bikeways and accessible pedestrian connections, including sidewalks.¹
362. H-29: Transform prominent transit streets, streetcar and light rail corridors into distinctive civic places of community pride that serve Portland's future multi-modal mobility needs and are models of ecological design.¹
363. P-10: Continue to promote innovation in public projects related to transportation and environmental services, including the following... (2) an innovative active transportation system—transit, walking, use of mobility devices, biking, car and bike sharing, etc.,¹
364. 6.20. Support development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.¹⁶
365. 5.4. Promote a multi-modal regional transportation system that stimulates and supports long term economic development and business investment.¹⁶
366. 6.7. Maintain a system of bikeways to serve all bicycle users and all types of bicycle trips.¹⁶
367. 6.8. Maintain a system of pedestrian ways to serve all types of pedestrian trips, particularly those with a transportation function.¹⁶
368. 6.22. Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit.¹⁶
369. 6.23. 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.¹⁶
370. 6.24. 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.¹⁶
371. 7.6. 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.¹⁶
372. Work with regional authorities to improve transit service linking resident with destinations (such as jobs and retail), especially in underserved neighborhoods.¹⁰
373. Provide a comprehensive system of active transportation modes in the city. Improve mobility for populations that do not have access to a car, by connecting major destinations including, parks, civic facilities, education institutions, employment centers, shopping and recreation areas. Promote shared roadways through a pedestrian and bicycle network.⁵

374. Work with local transit agencies to ensure that bus routes provide service from underserved neighborhoods to healthy food retail outlets.¹⁰
375. Ensure that all education institutions, community facilities and major commercial corridors and areas are served by public transit. Ensure that they are served a local public transit stop or are located within ½ mile of a regional public transit stop.⁵
376. Set a walkability standard (e.g., a quarter- to half-mile) for residents' access to daily retail needs and nearest transit stops.¹⁰
377. Ensure all residents have access to adequate and safe public transit and active transportation options that reduce dependence on fossil fuels, increase physical activity, reduce air and noise pollution and make streets safe for people of all ages.⁴
378. Enhance public transit service in the city. Ensure the current level of service is maintained and enhanced, and at least 95% of the housing units and employers in the city are served by public transit; they are within ¼ mile of a local public transit stop or ½ mile of a regional public transit stop. Provide adequate service at night and on weekends, for people with disabilities and for low-income populations.⁵
379. Adopt roadway design guidelines that enhance street connectivity.¹⁰

Prioritize active transportation modes.

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| <p>380. P-39: Continue to expand access to affordable transportation options, including sidewalks, frequent service transit, bicycle networks, car and bike sharing, and other alternatives that allow households to function without a car or with one car.</p> |
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381. Support the expansion and maintenance of walking, biking, and mass transit options.²
 382. Through comprehensive planning policies that call for suitable infrastructure, increase the ability of residents in a community to walk and ride bicycles.²
 383. A strong network of facilities for alternate transportation – biking, walking – make non-vehicle modes of transportation safer and reduces traffic accidents, in addition to enabling exercise.⁴
 384. Ensure that residents will be able to walk to meet their daily needs. Residents of walkable neighborhoods are more likely to achieve the recommended amount of daily exercise.¹⁰
 385. Require a dedicated portion of the transportation budget to go to pedestrian and cyclist amenities.¹⁰
 386. Increasing support for non-single occupancy vehicle transportation (walking, biking, public transit) can positively impact harmful air toxins that contribute to respiratory conditions.⁴
 387. Require developers to build facilities for walkers, bicyclists, and wheelchairs in all new developments (e.g. sidewalks, ramps, bicycle racks, showers).¹⁰
 388. Create a balanced transportation system that provides for the safety and mobility of pedestrians, bicyclists, those with strollers, and those in wheelchairs at least equal to that of auto drivers.⁷
 389. Require new development and redevelopment projects to provide pedestrian and bicycle amenities. Require projects to provide pedestrian and bike amenities including, bike lanes, sidewalks, secured bicycle parking, signage and other streetscape improvements.⁵

Integrate safe, pleasant pedestrian and bicyclist routes into connected, multi-objective greenway networks.

- 390. H-28: Design neighborhood greenways and civic corridors to integrate safe and accessible facilities for pedestrians and cyclists, sustainable stormwater facilities, tree planting and community amenities.¹
- 391. H-27: Build on Portland’s green street, sidewalk and bikeway efforts to create a citywide greenway network of trails and pedestrian and bike-friendly green streets.¹
- 392. H-27: Locate neighborhood greenways to serve currently underserved communities, improve accessibility, and make connections to the central city, neighborhood hubs, major employment and cultural centers, schools and universities, community centers, parks, natural areas and the Willamette and Columbia Rivers.¹

393. 12.4. Portland is experienced most intimately by pedestrians. Recognize that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland’s citizens and visitors experience the City as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those traveling on foot have comfortable, safe and attractive pathways that connect Portland’s neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions.¹⁶

- 394. Promote ‘green’ streets. Incorporate landscaping and native planting in the design of mix-use streets. Use green streets to connect activity areas in the city.⁵
- 395. Build and maintain safe, pleasant streets for walking and bicycling.¹⁰
- 396. Ensure that pedestrian routes and sidewalks are integrated into continuous networks.¹⁰
- 397. Prioritize the development of safe, well-maintained walking routes along streams, rivers, and waterfronts.¹⁰

Improve transportation safety.

- 398. 6.3. Implement educational programs that support a range of transportation choices and emphasize safety for all modes of travel.¹⁶
- 399. 6.12.C. Manage traffic on Neighborhood Collectors and Local Service Traffic Streets, along main streets, and in centers consistent with their street classifications, classification descriptions, and desired land uses.¹⁶
- 400. 6.16. Promote an efficient and safe street system and provide adequate accessibility to planned land uses.¹⁶

- 401. Use traffic calming techniques (e.g., medians, refuges, street trees, on-street parking) to improve street safety and access.¹⁰
- 402. There is also an interested in creating bicycle and pedestrian corridors with low vehicle volumes and speeds.⁴
- 403. Support walkability audits to identify inconvenient or dangerous routes and prioritize infrastructure improvements in communities with the most need (adopt a Safe Routes to School program, conduct walkability and bikability audits to identify opportunities and needs).¹⁰
- 404. Adopt street design guidelines that incorporate strategies for Crime Prevention Through Environmental Design (CPTED) (e.g., “defensible space,” “eyes on the street,” and pedestrian-friendly lighting) without creating barriers that disconnect neighborhoods.¹⁰

405. Improve railroad crossings and minimize conflict with land use and transportation infrastructure in the city. Develop a railroad crossing plan that addresses safety and infrastructure improvements needed at all at-grade railroad crossings in the city.⁵

Promote safe and efficient freight movement to improve economic competitiveness and reduce negative health and environmental impacts.

406. P-13: Prioritize freight movement over single-occupancy vehicle travel on truck routes. Increase the freight movement share of our limited transportation system capacity.¹
407. P-14: Leverage more regional, state, port and private resources to make strategic investments in Portland's multi-modal freight hub infrastructure (truck, rail, airport and harbor facilities).¹
408. P-15: Build on Portland's 2006 Freight Master Plan to better integrate freight mobility, including the "last mile" aspects of freight delivery, into land use, neighborhood, environmental and sustainability planning.¹
409. P-16: Apply best practices that help reduce energy consumption related to freight movement, and help carriers and shippers achieve optimal efficiency.¹
410. P-18: Increase the use of transit, bikes, walking, carpooling and telecommuting to reduce both wear and demand on the transportation system and to free up capacity for freight mobility. In addition, prioritize investment in a modernized, complete and comprehensive freight transportation network, including replacement of obsolete end-of-life assets in the freight network (bridges, overpasses, etc.).¹

411. 6.29. Develop and maintain a multimodal freight transportation system for the safe, reliable and efficient movement of freight, within and through the City.¹⁶

Set and maintain levels of service for pedestrians, cyclists and transit.

412. Require transportation engineers to meet level of service standards for pedestrians and cyclists in addition to those established for cars (e.g., sidewalks, crosswalks, bike lanes).¹⁰
413. Car traffic and parking can discourage other more healthful uses of streets and land. Poor design contributes to pedestrian/bicyclist and vehicle collisions, yet very often transportation engineers focus primarily on achieving level of service standards for cars.¹⁰
414. Develop and implement street design guidelines that create walkable, pleasant environments (e.g., traffic calming, street trees, lighting, well-maintained sidewalks and benches, front porches on residential developments).¹⁰
415. Establish design guidelines and/or level of service standards for a range of users, including access for disabled and bicyclists (e.g., complete streets guidelines; universal design principles; facilities such as sidewalks, lighting, ramps for wheelchairs and bicycles; parking in rear of buildings; windows that face the sidewalk/street).¹⁰

Prioritize safe routes to schools.

416. T-15: Make it easier for students to get to school, work and other needed services on public transit.¹

417. 6.8.E. Local Service Walkways are intended to serve local circulation needs for pedestrians and provide safe and convenient access to local destinations, including safe routes to schools.¹⁶

418. Provide traffic improvements, such as sidewalks and bikeways, to promote safe routes to schools where attendance area reorganization requires longer travel distances for students.¹⁰

- 419. Prioritize attention to transportation traffic around schools (funding available through the CalTrans Safe Routes to School program).¹⁰
- 420. Supplement funding for “complete streets” or Safe Routes to School program with additional funding mechanism (e.g., portion of sales tax).¹⁰
- 421. Increasing biking and walking to school will be a factor in school siting decisions.¹³
- 422. Work with school boards to encourage walkable school sites; encourage reuse of existing school sites; work to develop a proximity standard for students’ access to school facilities (e.g., half- to one mile).¹⁰

Reduce parking requirements, particularly in areas near transit.

- 423. 6.25. Manage the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality.¹⁶
- 424. Reduce parking requirements for developments that locate near transit (e.g., within a quarter-mile of a transit stop) and that provide walking, biking, and disability access facilities.¹⁰
- 425. Establish parking maximum (rather than minimum) requirements.¹⁰
- 426. Utilize parking restrictions to deter car use (e.g., parking requirement maximum rather than minimum, congestion pricing).¹⁰

See also: Design, mixed use, pedestrian and transit-oriented development , page 11.

Reduce traffic congestion.

- 427. 6.34. Advocate for a regional, market-based system to price or charge for auto trips during peak hours.¹⁶
- 428. 6.28. 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.¹⁶

Watershed Health & Environment

Protect, restore and enhance natural resource, green infrastructure and urban tree canopy.

429. H-25: Preserve and restore habitat connections and tree canopy to link stream and river corridors, landslide-prone areas, floodplains, wetlands and critical habitat sites into a system of habitat corridors. This provides connections for wildlife, supports biodiversity, improves water quality, reduces risks due to flooding and landslides, and supports Portland's adaptation to climate change.¹
430. H-26: Plan, fund and manage green infrastructure as part of the City's capital systems. 1
431. 8.14. 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.¹⁶
432. 8.15. 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.¹⁶
433. 8.16. Conserve significant upland areas and values related to wildlife, aesthetics and visual appearance, views and sites, slope protection, and groundwater recharge. Encourage increased vegetation, additional wildlife habitat areas, and expansion and enhancement of undeveloped spaces in a manner beneficial to the city and compatible with the character of surrounding urban development.¹⁶
434. Protect, restore and enhance natural resources. Natural sources include creeks, shoreline, hillsides, natural habitat, tree canopy, and open space, especially in new development and redevelopment projects. Develop a conservation plan and funding mechanism to identify, protect and enhance natural resources in the city.⁵
435. Promote more tree canopy growth in neighborhoods, as it encourages walking, healthier living.³
436. Promote the use of native plants for environmental protection and to improve air quality.³
437. Encourage and require planting of trees in conjunction with new development to enhance pedestrian environment and select species of trees that optimize achievement of air quality goals.⁷
438. Prioritize "greening" efforts to keep air and water clean. Trees and other vegetation slow erosion and filter pollutants from water and air while reducing the heat island effect and ozone formation.¹⁰
439. Identify protecting and developing tree cover as a priority (set a target for street tree canopy cover in new development and/or in areas identified as tree-deficient)¹⁰
440. Preferentially plant female street trees to reduce pollen, especially in the most populated areas¹⁰

441. Encourage planting of vegetation and trees in the city. Develop an urban forest plan to protect and increase the number of trees in the city. Areas for vegetation include public land include: on streets, in parks and civic places, and in redevelopment projects.⁵
442. Establish guidelines for the type of trees planted in the city. Factors for consideration include safety, maintenance and appropriateness to the context.⁵
443. Encourage the use of native plants and trees for landscaping in the city. Develop guidelines for the use of native plants and trees for landscaping in the city.⁵
444. Promote 'green' infrastructure in the city that relies on natural processes. Green infrastructure may include storm water drainage and flood control, thereby reducing environmental impacts and energy consumption.⁵
445. Prioritize "greening" efforts to keep air and water clean. Trees and other vegetation slow erosion and filter pollutants from water and air while reducing the heat island effect and ozone formation.²

Protect and improve surface water and groundwater quality.

446. 8.5. Continue cooperation with federal, state and regional agencies involved with the management and quality of Portland's water resources.¹⁶
447. 8.8. Conserve domestic groundwater and surface water resources from potential pollution through a variety of regulatory measures relating to land use, transportation, and hazardous substances.¹⁶
448. 11.14. Maintain and improve the existing sanitary and storm sewer system through preventive maintenance and on-going appraisal.¹⁶
449. 11.15. Require improvement of the existing sewer system in those areas adversely affected by overloaded sewer systems.¹⁶
450. 11.16. Control and reduce combined sewer overflows.¹⁶
451. 11.21. Integrate master planning for stormwater management with other city activities to achieve adequate drainage and to minimize pollution and erosion problems.¹⁶
452. Work with public and private property owners to reduce stormwater runoff in urban areas to protect water quality in creeks, the Willamette and Columbia Rivers and other water bodies.⁵
453. Promote the use of sustainable and green infrastructure design, construction and maintenance techniques on public and private lands to protect natural resources. Incorporate integrated watershed management techniques and to improve surface water and groundwater quality, protect habitat and improve public health by coordinating infrastructure and neighborhood planning and establishing best practices for reducing non-point runoff.⁵
454. Reduce surface water run-off in urban areas. Protect water quality in the creeks and the SF Bay. Revise guidelines for project review to address the amount of pervious surfaces in the city. Develop an incentives program to increase pervious surfaces for existing development.⁵
455. Prioritize natural filtration (as opposed to impermeable hardscaping) along stream and river banks.¹⁰

Support initiatives to reduce soil and water contamination and clean-up and reuse contaminated sites.

- 456. Continue to work with the appropriate local, state, and federal agencies to promote the clean-up and reuse of contaminated sites to protect human and environmental health.⁵
- 457. Work with property owners and regional agencies to prevent, reduce or eliminate soil and water contamination from industrial operations and other activities that use, produce or dispose of hazardous or toxic substances.⁵
- 458. Implement appropriate mitigation measures and clean-up of sites that are known to contain toxic materials as a condition of reuse.⁵
- 459. Support the remediation and reuse of large, disturbed sites into mixed-use centers that provide the maximum benefit to the community without compromising the integrity of the surrounding natural areas.⁵
- 460. Ensure that contaminated sites in the city are adequately remediated before allowing new development.⁵
- 461. Engage the community in overseeing remediation of toxic sites and the permitting and monitoring of potentially hazardous industrial uses. Develop a response plan to address existing contaminated sites in the city. Include guidelines for convening an oversight committee with community representation to advise and oversee toxic site cleanup and remediation on specific sites in the city.⁵

Support initiatives that explore, publicize and develop solutions around public health consequences of climate change.³

- 462. H-22: Promote energy and resource conservation at a district scale in neighborhood hubs through compact development, rehabilitation of existing buildings and energy efficiencies.¹
- 463. P-7: Grow the local market for energy efficiency and solar improvements to homes and businesses through incentives, market-based mechanisms and other programs. Use energy efficiency improvements to increase Portland's long-term affordability and resiliency and to reduce carbon emissions.¹

Reduce the city's overall 'energy footprint'.⁵

- 464. 7.8. 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.¹⁶
- 465. 7.9. 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.¹⁶
- 466. Modest savings from lower energy consumption and reduced waste may fund other more needed programs and services. Conduct an energy and water consumption audit for the city. The audit may include city government, other agencies and governmental organizations operating in the city, private businesses and residents.⁵
- 467. Promote the use of hybrid and electric vehicles in the city. Vehicles may include city-owned cars, trucks and ships at the port, and public transit and school buses to reduce air emissions.⁵

468. Encourage conservation of energy and water use. Set a city-wide target of 10%. Collaborate with EBMUD and PG&E.⁵
469. Encourage the production of renewable energy in the city. Collaborate with PG&E and local businesses.⁵
470. Adopt a policy to purchase fuel-efficient/low-emission vehicles for government fleet ¹⁰
471. Incentivize energy conservation and waste reduction by businesses and residences ¹⁰

Youth, Education & Schools

Support access to quality educational opportunities.

- 472. T-7: Support funding strategies and partnerships to ensure increased affordability and access to early childhood and higher education.¹
- 473. H-10: Support and enhance programs that encourage recreation and physical activity, healthy eating, active transportation, conservation, and community safety and resiliency.¹

Provide quality, safe and multi-purpose school facilities.

- 474. H-14: Design and program schools as community gathering places that have additional community services such as health clinics, recreational facilities, civic spaces, day care and libraries.¹
- 475. T-16: Enable educational and community facilities to serve multiple purposes and generations, coordinate and leverage public capital funds, and build a sense of community ownership.¹
- 476. T-10: Capitalize on the opportunities that public schools offer as honored places of learning as well as multi-functional neighborhood anchors to serve local residents of all generations.¹
- 477. T-18: Support legislative efforts in Salem to reform education funding in Oregon, to improve the ongoing maintenance of our school facilities, and to correct recent economic pressures affecting necessary maintenance over time.¹
- 478. T-20: Design facilities and programs to flexibly adapt to changes in teaching approaches and technology over time, and equitably address the needs of learners of different abilities and learning styles.¹
- 479. T-22: Provide accessibility for students, staff and visitors with disabilities by incorporating universal design practices into new and rehabilitated school facilities.¹
- 480. T-1: Build strategic and effective partnerships among public agencies, formal and informal educators, community-based partners, businesses and youth to: 1

- 480.3 Express and reinforce high expectations for young people to prepare them for high achievement and graduation.
- 480.4 Expose youth to college opportunities at early stages of high school.
- 480.5 Sustain and expand internships, apprenticeships and other work-based experiential learning opportunities for high school youth.
- 480.6 Increase enrollment of high school graduates in the higher education system.
- 480.7 Increase the number of degrees awarded locally.
- 480.8 Align educational programs with targeted workforce development.

See also, Joint-Use Partnerships, page 34.

Promote positive youth development.

- 481. Promote the investment by adults in the healthy development of the community's children and youth.⁶
- 482. Emphasize prevention and early intervention to reduce risks and strengthen resiliency of children and youth.⁶

483. Enhance opportunities that help children and youth gain skills and self-esteem, and foster a sense of hope and optimism about the future.⁶
484. Reinforce efforts that strengthen the ability of children, youth and families to help themselves and each other. Promote activities that help teach children and youth to act responsibly, and acknowledge young people's accomplishments.⁶

See also, Safe Routes to Schools, page 41.

See also, Diverse community involvement, page 7.