

Equity: Further Reading

1. Coalition for Livable Future. (2005), *Regional Equity Atlas: Metropolitan Portland's Geography of Opportunity*. www.equityatlas.org/ The Coalition for a Livable Future initiated the Regional Equity Atlas Project in response to an assessment that while equity is a core component of sustainability and should be a prominent element of managing future growth and development; equity and its relationship to sustainable development was not generally understood by the public and policymakers. The atlas includes a large collection of maps that illustrate the geography of opportunity and access – in the areas of housing, schools, transportation, health, and parks.
2. Native American Youth and Family Center. (2008), *Making the Invisible Visible: Portland's Native American Community*. www.nayapdx.com Portland has the 9th largest Native American population in the United States (MSA, US Census 2000).
3. Seattle Office for Civil Rights. (2008), *Race and Social Justice Initiative, Report 2008: Looking Back and Moving Forward*. www.seattle.gov/rsji/ The Seattle Race and Social Justice Initiative (RSJI) envisions a city where racial disparities have been eliminated and racial equity achieved. RSJI is a citywide effort to end institutionalized racism and race-based disparities in City government. In 2008, the Seattle Mayor's Office released a report that assessed the Initiative's accomplishments and challenges so far, as well as looked ahead to the Initiative's next phase.
4. King County. (2008), *King County Equity & Social Justice Initiative 2008: Working toward fairness and opportunity for all*. <http://your.kingcounty.gov/exec/equity/Equityreport08.pdf> An assessment of inequity in King County Washington. Also includes a summary of other initiatives, and successful tools.
5. Center for Assessment and Policy Development. (2011), *Racial Equity Tools*. <http://www.racialequitytools.org> A web site designed to support people and groups who are working for inclusion, racial equity and social justice. The site includes ideas, strategies and tips, as well as a clearinghouse of resources and links from many sources.
6. Victoria Transport Policy Institute, Todd Littman. (2011), *Evaluating Transportation Equity Guidance For Incorporating Distributional Impacts in Transportation Planning*. www.vtpi.org This report provides guidance on incorporating equity impacts into transportation planning. It defines various types of equity, discusses ways of evaluating equity, and describes practical ways of incorporating equity objectives into decision-making.
7. Curry-Stevens, Cross-Hemmer, and Coalition of Communities of Color. (2010). *Communities of Color in Multnomah County: An Unsettling Profile*. Portland State University. <http://coalitioncommunitiescolor.org/> This report comprehensively evaluates the experiences of communities of color in Multnomah county, and the disparities that exist.



8. Neal and DeLaTorre. (2007), *The World Health Organization's Age-Friendly Cities Project in Portland Oregon: Summary of Findings*. Institute on Aging, Portland State University. http://www.pdx.edu/sites/www.pdx.edu.ioa/files/media_assets/ioa_who_summaryoffindings.pdf
In the late fall and early winter of 2006/07, researchers at PSU's Institute on Aging were invited to collaborate with the World Health Organization (WHO) on its "Age-Friendly Cities Project." Portland was the only city in the United States to participate in the study, along with 32 other cities in 22 countries in North and South America, Europe, Africa, Asia, and Australia. The goal of the project in Portland was to identify concrete indicators of an age-friendly city and produce a practical guide to stimulate and guide advocacy, community development, and policy change to make urban communities around the world age-friendly.
9. Urban League of Portland. (2009), *The State of Black Oregon*. <http://www.ulpdx.org/StateofBlackOregon.html> This report examines the state of Oregon's Black or African American Community, focusing on seven key social and economic indicators. It calls on policy-makers and other individuals to take specific measures to eliminate racial disparities.
10. Leachman, Bauer, and Margheim. (2006), *Who's Getting Ahead: Opportunity in a Growing Economy*. Oregon Center for Public Policy www.ocpp.org Published during the most recent economic boom, this report describes how many Oregonian's did not enjoy the benefits of that period of growth. Many of the new jobs during that period were low wage jobs without health benefits, and most income gains accrued to the highest income brackets, debt levels rose, and the cost of living increased.
11. ECONorthwest. (2009): *The Hispanic-White Achievement Gap in Oregon*. http://www.oregon.gov/Hispanic/pdfs/FINAL_Hispanic_Gap_Report_9-1-09_1.pdf?ga=t
Provides detailed info and analysis of factors contributing to the achievement gap for all Oregon public schools, including PPS, and compares different schools districts against each other.
12. ECONorthwest. (2009): *A Deeper Look at the Black-White Achievement Gap in Multnomah County: A Report to the Black Parent Initiative*. <http://www.chalkboardproject.org/images/PDF/BPI%20Report%20Rev.pdf>
This report presents findings related to the Black achievement gap, achievement growth, student mobility, and selected teacher characteristics. These findings provide valuable context for the personal experiences related by community members as part of the BPI project.
13. Erickson, Lee, and von Schrader, (2010). *Disability Status Report: Oregon*. Ithaca, NY: Cornell University Rehabilitation Research and Training Center on Disability Demographics and Statistics. The Annual Disability Status Reports provide policy makers, disability advocates, reporters, and the public with a summary of the most recent demographic and economic statistics on the non-institutionalized population with disabilities.



14. Kessler Foundation/National Organization on Disability. (2010), *Survey of Americans with Disabilities*. <http://www.2010disabilitysurveys.org/indexold.html>
This report assesses the quality of life of people with disabilities on a wide range of critical dimensions, to measure the gaps between people with and without disabilities on these indicators, and to track them over time.
15. Community Connect Work Group. (2009), *Strengthening Community Involvement in In Portland: Community Connect Final Report*. City of Portland, ONI. This report is based on the contributions of hundreds of Portlanders – neighborhood and community leaders, members of under-represented groups, members of the general public, City employees, bureau directors, and City Commissioners -- who shared their insights and feedback on how to strengthen community involvement in Portland.
16. Multnomah County Health Department. (2009), *Multnomah County Health Equity Initiative Report*. <http://web.multco.us/health/health-equity-initiative> This report describes the initial work of the Multnomah County Health Equity Initiative (HEI). It begins with a description of the goals of the initiative and provides an overview of the disparities in health outcomes for people in Multnomah County that result from social inequity. Then the report explains how social determinants of health, to a large extent, directly influence health outcomes and create the context in which community members can choose health and coping behaviors.
17. Northwest Area Foundation. (2008), *Struggling to Make Ends Meet: Oregonians Worry about Income and Economy*. <http://toolbox.nwaf.org/> The Northwest Area Foundation (NWAf) commissioned Lake Research Partners (LRP) to conduct a national tracking survey to explore the public's perception of poverty in one's own community, attitudes toward the roles of local elected officials, and personal ways in which to address the issue.
18. Ogilvie. (2004), *Voluntarism, Community Life, and the American Ethic*. Indiana University Press. An examination of why people volunteer and how local organizations create community.
19. Agyeman. (2005), *Sustainable Communities and the Challenge of Environmental Justice*. NYU Press. Environmental justice and the sustainable communities movement are compatible in practical ways. Yet sustainability, which focuses on meeting our needs today while not compromising the ability of our successors to meet their needs, has not always partnered with the challenges of environmental justice.
20. Powell. (2010), *"Race"-ing to Equity: A Toolkit and Tale of Two Cities*. Kirwan Institute <http://kirwaninstitute.org/publicationspresentations/> Panel presentation at 10th Annual New Partners for Smart Growth Conference. Charlotte, NC.
21. Davey. (2009). *Strategies for Framing Racial Disparities: A FrameWorks Institute Message Brief*. FrameWorks Institute. An investigation of the question of whether talking explicitly about disparities and discrimination furthers support for policies designed to reduce racial disparities.



Healthy Connected Communities: Further Reading

Neighborhood Hubs

1. City of Portland. (2009) *Climate Action Plan*. The transportation of goods and people accounts for 40 percent of Multnomah County's carbon emissions. Reducing vehicle miles travelled and increasing active forms of transportation – walking, bicycling and taking transit – will need to be key components of Portland's contributions to mitigating the causes of climate change. As part of this, Portland's Climate Action Plan established objectives for fostering neighborhoods in which 90% of Portland residents will be able to walk or bicycle to meet basic, daily needs and for reducing per capita vehicle miles travelled by 30 percent from 2008 levels by 2030.
2. Ewing and Cervero. (2010) *Travel and the Built Environment*. Research indicates that land use diversity and having a concentration of destinations within walking distance (along with street connectivity) are the variables most highly correlated with walking and reduced vehicle miles traveled (VMT). Intersection density and street connectivity, providing more direct pedestrian and bicycle access to destinations, are among the variables most highly correlated with walking and reduced VMT.
3. Moudon et al. (2006) *Operational Definitions of a Walkable Neighborhood*. Specific types of local destinations most highly correlated with walking include grocery stores, retail stores, and eating and drinking establishments, particularly when such destinations were clustered together.
4. City of Portland. (2010) *Portland Bicycle Plan for 2030*. Bicycles significantly expand the range of destinations that can be reached locally without having to drive, beyond what is accessible by walking (a distance ranging from ¼ mile to a mile). Half of all trips in Portland are three miles or less, a distance that is well-suited to bicycling.
5. City of Portland. (2007) *Platinum Bicycle Master Plan – Existing Conditions Report*. Portland's "Cycle Zone Analysis" identified the presence of local commercial areas as an important factor in bicycle accessibility, and identified the absence of these destinations among the barriers to increased ridership in Portland's eastern and western neighborhoods.
6. Temali. (2002) *The Community Economic Development Handbook*. Amhurst H. Wilder Foundation.
7. Jacobus and Hickey. *Commercial Revitalization Planning Guide: A Toolkit for Community Based Organizations*. Center for Commercial revitalization.
http://www.metroedge.org/uploads/metroedge/documents/6100_file_commercial_revitalization.pdf
8. Seidman. (2004) *Revitalizing Commerce for American Cities: A Practitioners Guide to Urban Main Street Programs*. Fannie Mae Foundation. <http://www.community->



wealth.org/pdfs/tools/cdcs/tool-fannie-mae-main-str.pdf Community economic development efforts can effectively bring about strengthened neighborhood business districts while also addressing the needs of residents and the broader community.

9. Haas et al. (2010) *Transit Oriented Development and the Potential for VMT-related Greenhouse Gas Emissions Growth Reduction*. Center for Transit-Oriented Development. <http://www.cnt.org/repository/TOD-Potential-GHG-Emissions-Growth.FINAL.pdf> Convenient transit service has been shown to be essential for reducing dependence for car travel for longer trips (beyond walking distance), and people who live close to transit service (within a half-mile) drive significantly less and have lower transportation-related greenhouse gas emissions than those who do not live close to transit (43% fewer vehicle miles and 78% fewer emissions in one study).
10. Dehring. (2006) *Housing Density and the Effect of Proximity to Public Open Space in Aberdeen, Scotland*. Access to public open space is particularly valued in higher-density areas.
11. Rypkema. (2007) *Downtown Revitalization, Sustainability, and Historic Preservation*. Congress for the New Urbanism. **Historic Front Street case study:** Experiences in a number of cities indicate that economic development and growth can be accommodated while preserving historic resources, especially when strategies are pursued that focus on redevelopment of parking lots and vacant sites.
12. City of Portland. (2009) *Portland Plan hazards maps*. Mapping of hazards in Portland identifies that unreinforced masonry buildings are common in Portland's older urban neighborhoods and main street areas, highlighting that many of Portland's character-defining older buildings are susceptible to being lost to major seismic events
13. Halbur. (2010) *Parks, Playgrounds and Active Living*. People are less likely to use parks if they need to drive to access them. Park use can be increased by pedestrian/bicycle connections, which also contribute to recommended levels of physical activity. Urban trail connections are an emerging concept that holds potential to contribute to increased physical activity and increased access to parks.
14. Chicago GO TO 2040 (2009) *Health Strategy Paper*. Recent research also illustrates links between livable communities and both physical and mental health. Some benefits can be linked to physical design features such as access to parks and open space, and available bicycle and pedestrian facilities. Other benefits relate more to the sense of community described above. In particular, designing for livability can allow older residents to "age in place" within their homes or communities, with demonstrable positive physical and mental health outcomes.
15. Planning for Healthy Places (2009) *Getting to Grocery: Tools for Attracting Healthy Food Retail to Underserved Neighborhoods*, Public Health Law & Policy. Bringing a grocery store into an underserved neighborhood not only makes fresh produce and other healthy food more accessible, it can provide living-wage jobs, raise the value of surrounding property, and anchor and attract additional businesses to the neighborhood. Many public, private, and nonprofit organizations support projects—like grocery store development—that help build a healthy economy. But these resources are often scattered across city departments and other organizations, and most were created for purposes other than grocery store attraction. It takes



creativity and ingenuity to bring these resources together to successfully leverage the tools available through local government and other organizations to bring grocery stores into low-income communities.

16. City of Portland Bureau of Planning (2008), **Cully-Concordia Community Assessment: A summary of Physical, Social and Economic Conditions in Cully and Concordia.** <http://www.portlandonline.com/bps/index.cfm?c=46474> Comprehensive Assessment of a NE Portland Neighborhood. A possible model for a Healthy Connected Neighborhood assessment.

City Greenways

1. City of Portland, Bureau of Environmental Services. (2010) *Portland's Green Infrastructure: Quantifying the Health, Energy, and Community Livability Benefits.* Increased tree canopy, ecoroofs and green spaces keeps urban areas cooler, sequesters carbon, reduces/filters air pollution, and provides physical and mental health benefits
2. Metro. (2010) *Wildlife Corridors and Permeability: A Literature Review.* Large habitat area patches (30 acres or more) that are connected are associated with greater biodiversity and species survival. However, smaller patches interspersed between larger patches often provide important stepping stones for wildlife movement and can provide important habitat for wildlife.
3. Lutzenhiser and Netusil. " *The Effect of Open Space Type on a Home's Sale Price*" Contemporary Economic Policy, Volume 19, Issue 3, pages 291–298, July 2001. Increased neighborhood livability and higher property values
4. Swift. (2001) *AASHTO*. Swift. (2003) *The Urban Arterial*. Institute of Transportation Engineers. (1994) *Traffic Engineering for Neo-Traditional Neighborhood Design*. Context-sensitive street design approaches have been shown to contribute to the identity of places with distinctive character, can respond to specific needs of those living or using adjacent land, and facilitate creative traffic engineering approaches responsive to local conditions.
5. City of Portland. (2010) *Portland Bicycle Plan for 2030*. Establish a 'Green Transportation Hierarchy' policy that prioritizes planning and investing in green transportation modes. Off-street trails and low traffic local streets (aka bicycle boulevards) form the "low-stress" bikeway network. A 2009 Bikeway Network Gap Analysis showed that less than 30 percent of Portland residents live within a quarter mile of a low-stress bikeway.
6. The Community Cycling Center. (2010) *Understanding Barriers to Bicycling*. Interim Report states that most safety concerns centered on potential conflicts with moving vehicles. Findings were based on 148 surveys collected at six neighborhood events in north and northeast Portland in August 2009.
7. Moudon. (1987) *Public Streets for Public Use*. Gehl. (1986) *Life Between Buildings: Using Public Space*. Research has indicated the importance of the street environment in providing opportunities for neighborhood interaction and children's' play.



8. Portland State University (2010) *Roadway Not Improved*. A Portland State University workshop found that the majority of survey respondents in the Woodstock neighborhood preferred alternative street designs (such as those including community garden space, or that prioritized community activities and pedestrian/bicycle access) to standard City street improvements.
9. City of New York. (2010) *Pedestrian Safety Study & Action Plan*. Pedestrian-vehicle crashes involving unsafe speeds are twice as deadly as other crashes. Create a pilot program to test the safety performance of neighborhood 20 mph zone that would slow traffic on an area-wide, rather than individual street basis.

Health in Decision Making

1. Lawrence, et al. (2000) *How Land Use and Transportation Systems Impact Public Health: A Literature Review of the Relationship Between Physical Activity and Built Form*. Allen. (2003) *Environmental Characteristics of Smart Growth Neighborhoods*. Numerous studies highlight the public health benefits of environments that encourage physical activity, walking, and bicycling; including:
 2. Black and Macinko. (2008) "Neighborhoods and Obesity." *Nutrition Reviews*. 66(1): 2-20
There is ample evidence that suggests that access to a close supermarket increases fruit and vegetable consumption in local residents. This increased consumption, measured in studies within 1km (.62 mi) but documented as far away as 2 miles, has been shown to be particularly beneficial for low-income communities and communities of color.
 3. Hatherly. (2009) "Distance from grocery store determines weight: Study," *Vancouver Sun*, April 6, 2009. People living within 1 km of a grocery store were also in one study half as likely to be overweight than those who live in neighborhoods without a food store.
 4. Rodríguez and Joo. (2001) *The Relationship Between Non-motorized Mode Choice and the Local Physical Environment*.
 5. Frank and Engelke. (2000) *How Land Use and Transportation Systems Impact Public Health*. Sidewalks have been found to be present in street environments associated with more walking, contribute to pedestrian safety, and increase the relative attractiveness of walking as a travel mode choice.
 6. Jackson. (2003) *The Relationship of Urban Design to Human Health and Condition*. Maller, et al. (2009) *Health Parks, Health People: The health benefits of contact with nature in a park context*. Numerous studies document the health benefits of access to parks and other public open space.
 7. Jackson (2003) *The Relationship of Urban Design to Human Health and Condition*. Maller et al. (2009) *Health Parks, Health People: The Health Benefits of Contact with Nature in a Park Context*.



8. Dehring. (2006) *Housing Density and the Effect of Proximity to Public Open Space in Aberdeen, Scotland*. Numerous studies document the health benefits of access to parks and other public open space
9. City of Portland, Bureau of Environmental Services (2010) *Portland's Green Infrastructure: Quantifying the Health, Energy, and Community Livability Benefits*. Access to public open space is particularly valued in higher-density areas Ecoroofs, green streets, and yard/street trees have measurable benefits to health, energy and community Livability including improved air quality, improved mental and physical health, energy savings and green house gas reduction, increased home value, and community cohesion.
10. Jackson. (2003) *The Relationship of Urban Design to Human Health and Condition*. Neighborhood design can promote a local identity and help to encourage social connections. Residents that are proud of and feel comfortable in their neighborhood are more likely to develop social connections with nearby residents. These social connections can lead to positive mental health outcomes.
11. UCLA Center for Health Policy Research, and California Center for Public Health Advocacy. (2010) *Methodology and Recommendations*. PolicyLink. Examines the correlation between the health of nearly 40,000 Californians and the mix of retail food outlets near their homes. The key finding is that people living in neighborhoods crowded with fast-food and convenience stores but relatively few grocery or produce outlets are at significantly higher risk of suffering from obesity and diabetes.
12. Center for Disease Control (2009). "Recommended Community Strategies and Measurements to Prevent Obesity in the United States." *Morbidity and Mortality Weekly Report*. 58(RR-7). The presence of retail venues that provide healthier foods and beverages is associated with better nutrition, increased consumption of fruits and vegetables and lower BMI. One study indicated that every additional supermarket within a given census tract was associated with a 32% increase in the amount of fruits and vegetables consumed by persons living in that census tract. Another study indicated that greater availability of supermarkets was associated with lower adolescent BMI scores and a higher prevalence of convenience stores was related to higher BMI among students. The association between supermarket availability and weight was stronger for black students compared with white and Hispanic students, and stronger for students whose mothers work full-time compared with those whose mothers work part-time or do not work .



13. Centers for Disease Control and Prevention Community Guide Task Force on Community Preventive Service. (2001) *Promoting physical activity*. The task force reported that there is strong evidence supporting creation and/or enhancement of places for physical activity as an effective intervention for increasing physical activity levels.
14. Giles-Corti et al. (2003) "Relative influences of individual, social, environmental, and physical environmental correlates of walking." *American Journal of Public Health* 93 (2003): 1583-1589. People found in the top quartile of access to open space walked at recommended levels (moderate to vigorous activity for 30 minutes) 47 percent more than those in the lowest quartile.
15. de Vries, Verheji, and Groenewegen. *Nature and health: The relation between health and green space in people's living environment*.
16. Louv. (2010) *Last Child in the Woods: Saving Our Children from Nature-Deficit Disorder*. A study of over 10,000 people in the Netherlands found that residents who lived near green spaces (forests, parks, natural areas, or agricultural land) were more likely to rate themselves as being in good health. In addition, a "ten percent increase in nearby green space was found to decrease a person's health complaints in an amount equivalent to a five year reduction in that person's age." Researchers have found that children with disabilities gain enhanced body image and positive behavior changes through direct interaction with nature. Studies at the University of Illinois have discovered that children as young as five show a significant reduction in the symptoms of Attention-Deficit Disorder when they engaged with nature.
17. Kahn, Ramsey, et al. (2002) "The effectiveness of interventions to increase physical activity: A systematic review." *American Journal of Preventive Medicine* 22: 73. Humpel, Owen, et al. (2002). "Environmental factors associated with adults' participation in physical activity: a review. ." Each provides evidence that close residential proximity to recreational facilities increases rates of physical activity.
18. Multnomah County Health Department. (2006) *Health impacts of housing in Multnomah County*. Multnomah County analyzed inspections of about 300 multi-family units. The review found 1,781 code violations involving indoor air quality concerns, including mold/mildew, potential lead issues, and rodent or insect infestations, of which over one-third had the potential to adversely impact occupants' health.
19. Oregon Environmental Council. *Pollution in People Report*. This study reveals that Oregonian's bodies are polluted through repeated, regular exposure to many toxic chemicals. The ten Oregonians tested had all six classes of chemicals in their bodies, including mercury, phthalates, PCBs, PFCs, organophosphate pesticides, and bisphenol A. The chemicals we tested for pose potentially serious health threats to all Oregonians, and many, such as PCBs and mercury, are persistent (slow to degrade) and bioaccumulate (build up in the food chain).



20. Harrison, Gemmell, et al. (2007). **"The population effect of crime and neighbourhood on physical activity: an analysis of 15 461 adults."** *Journal of Epidemiology & Community Health* 61(1): 34-39. This research paper uses data from a population-based health and lifestyle survey of adults to analyze associations between individual and neighborhood perceptions and physical activity and found that feeling safe had the potential largest effect on population levels of physical activity.
21. Cohen, Davis, et al. (2010) ***Addressing the intersection: preventing violence and promoting healthy eating and active living.*** The Prevention Institute. This paper presents first-hand evidence based on a set of interviews Prevention Institute facilitated with community representatives—advocates and practitioners working in healthy eating and active living. It also includes a scan of peer-reviewed literature and professional reports that confirm the intersection between violence and reduced rates of healthy eating and active living. In addition, best practices for improving the sense of neighborhood safety are reviewed, and recommendations are made for developing programs and policies to improve and support community safety.
22. Weir, Etelson, et al. (2006). **"Parents' perceptions of neighborhood safety and children's physical activity."** *Preventive Medicine* 43(3): 212-217. This study investigates the degree to which parents in a poor inner city vs. a middle-class suburban community limit their children's outdoor activity because of neighborhood safety concerns and concluded that Inner city parents have high levels of anxiety about neighborhood safety. While these concerns may not entirely explain the discrepancy in activity levels between inner city and suburban children, a safe environment is crucial to increasing opportunities for physical activity.
23. Robinsom and Keithley (2000). **"The impacts of crime on health and health services: a literature review."** *Health Risk and Society*, 2(3). If residents fear crime in their neighborhoods or cities, they may be less likely to leave their homes or use certain public spaces. This reduced mobility can cause related social isolation and exacerbate negative health outcomes. "Criminal activity not only has immediate effects in terms of physical injury and psychological distress but is associated with chronic ill health. Those who witness crime can suffer psychological and psychosomatic problems, and the fear of crime can lead people to limit their lifestyles in ways which are not conducive to good health. It follows that crime is an important issue for health and the health services, both at the level of care of individual victims and from a public health perspective."
24. Schwab. (2010) **"Hazard Mitigation: Integrating Best Practices into Planning"** *American Planning Association Report*. Number 560. This Planning Advisory Service Report resulted from a growing awareness by both the American Planning Association and the Federal Emergency Management Agency that effective hazard mitigation requires taking advantage of every opportunity a community has at its disposal to promote safe growth.



25. Flores, Abrea, Olicar, and Kastner (1998) "Access barriers to health care for Latino children." *Archives of Pediatric and Adolescent Medicine*. 152. P 1119-1125. A study in Boston found that transportation was the primary reason that Latino parents deferred bringing in their children for medical appointments.
26. PolicyLink Convergence Partnership (2008) *Strategies for Enhancing the Built Environment to Support Healthy Eating and Active Living*. Possible state legislation could give local public health agencies and community organizations technical assistance and grants to use health impact assessments for the evaluation of land use planning decisions in their communities (e.g., AB 1472: The California Healthy Places Act) (HEAL Partnership, pg20)
27. Public Health Law and Policy, Bay Area Regional Health Inequities Initiative, National Policy and Legal Analysis Network. (2009), *New Partnerships for Healthier Neighborhoods: Bringing Public Health and Redevelopment Together*. http://www.phlernet.org/php/products/new-partnerships-public_health_redevelopment The built environment – the physical structures that make up the areas where we live, work, and play – has a profound effect on our health. The neighborhoods with the worst health outcomes are home to the poorest residents and often lack basic amenities (like grocery stores, pharmacies, and banks), have fewer parks, and experience higher crime rates.
28. PolicyLink. (2009), *Healthy, Equitable Transportation Policy: Recommendations and Research*. <http://www.policylink.org> This book investigates the intersection of transportation, equity and health. The publication is composed of chapters written by leading academics and advocates from across the nation covering topics from public transportation, walking and bicycling, to safety and economic development. The book highlights key policy solutions and provides background on the federal surface transportation policy.
29. City of Portland Office of Transportation. (2009), *Portland Safer Routes to School Matching Engineering Tools to Neighborhood Livability Goals*. <http://www.portlandonline.com/transportation/index.cfm?c=46019&> A table summarizing the different types of traffic calming methods.



Education: Further Reading

1. PolicyLink, Center for the Study of Social Policy, Harlem Children's Zone. (2010), *The Promise Neighborhoods Program: A Comprehensive Approach to Expanding Opportunity for All Children*. <http://www.policylink.org> This pamphlet describes the Promise Neighborhoods Program, which seeks to create a comprehensive pipeline of educational and community supports to make certain that children reach their full potential. It is a crucial step in ensuring that children across urban, suburban, rural, and tribal communities can become successful adults.
2. Harlem Children's Zone. (2010), *Harlem Children's Zone: Path to Sustainability*. www.hcz.org Described by President Barack Obama as "one of the most successful anti-poverty programs in history." The Obama administration has since launched two large-scale, nationwide programs to combat poverty—Promise Neighborhoods and Choice Neighborhoods—which are inspired by the work of HCZ.
3. Portland State University, Center for Student Success. (2010), *Partnering for Student Success—The Cradle to Career Framework: 2010 Report to the Community*. www.CradleToCareer.wordpress.com This report examines the desired outcomes we want for our young people from early childhood to career, tracking education and social/community indicators that are important to their success. Second, it uses this information to help bring community partners together to forge successful strategies.
4. Kania and Kramer. (2011), *Collective Impact*. Stanford Social Innovation Review, Winter 2011. Discussion of the need for broad cross-sector coordination in social change, with discussion of Strive model in Cincinnati successes. Strive model has improved student success in dozens of key areas across three large public school districts.
5. Weber, Wolfe, Oregon Child Care Research Partnership. (2003) *Improving Child Care: Providing Comparative Information on Child Care Facilities to Parents and the Community*, Oregon State University.
6. Farrow and Schorr. (2010), *Communities of Practice to Achieve Results in Promise Neighborhoods: An Issue Brief*. Center for the Study of Social Policy. Creating communities of practice – or, put another way, forums for peer learning – among communities implementing *Promise Neighborhoods* can be an important technical assistance strategy and a powerful force to help achieve initiative results.
7. Lee. (2010), *Service Coordination to Achieve Results in Promise Neighborhoods: An Issue Brief*. Center for the Study of Social Policy. This paper shares several key observations derived from the history and difficulty of coordinating services in past initiatives.



8. Portland Schools Foundation. (2007), *Connected by 25: Real Results for Young Portlanders*. <http://www.connectedby25.org/resources/> Connected by 25, a coalition of more than thirty-five community groups, educators, business leaders, and policy makers, is dedicated to ensuring that every young Portlander is connected to school, work, and community by the age of twenty-five.
9. Celio and Leveen. (2007), *The Fourth R: New Research Shows Which Academic Indicators Are the Best Predictors of High School Graduation — and What Interventions Can Help More Kids Graduate*. Connected by 25, Northwest Decision Resources. www.ConnectedBy25.org
10. Annenberg Institute for School Reform. (2010),) *“Going to Scale with Smart Systems” Voices in Urban Education*,. <http://www.annenberginstitute.org/VUE/archives/vue-28> Suggests that school districts must operate systematically within a larger network of organizations – a citywide platform that creates, aligns, and sustains services provided by schools, city agencies, community organizations, cultural institutions, and businesses to promote high-quality student learning and development wherever it occurs.
11. Rubin, Lizardo, Jamdar, Washington and Zeno,. (2010), *Pathways Out of Poverty for Vulnerable Californians: Policies that Prepare the Workforce for Middle-Skill Infrastructure Jobs*. PolicyLink. Discussion of community colleges as a vital bridge to expanded job opportunities for low-income young people and workers displaced by the recession, with emphasis on innovative training programs that are succeeding.
12. Lincoln High School Long Term Redevelopment Committee. (2008). *A Vision for 21st Century Schools*. <http://www.pps.k12.or.us/schools/lincoln/379.htm> The Lincoln Long-Term Development Committee (LTDC) has been working hard to represent the community in all of PPS’ discussions about the future of the high school system. This report contains a vision for 21st century schools, innovative funding solutions, and numerous architectural renderings of what LHS could look like in the future.
13. Carinci. (2009) *“School District Tests a Creative Strategy..” Portland Daily Journal of Commerce*, December 3, 2009. A Northwest Portland affordable housing building will host an unusual tenant in its storefront space: a public school. Portland Public Schools will lease ground-floor space in the Pearl Family Housing development, scheduled to open in spring 2011, for an elementary school. The unique arrangement could serve as a model for future development, school district officials say. With the difficulty in predicting population growth and the expense of buying land and building new schools, leases and creative partnerships could become more common.



14. McKoy, Vincent and Bierbaum. (2010) *Trajectories of Opportunity: Built Environment and Place-making Strategies for Creating Equitable, Healthy, and Sustainable Communities in Changing Places: How Communities Will Improve the Health of Boys of Color*. University of California Press. Trajectories of opportunity are pathways for young people that structure success through aligned and accessible resources across education, social supports, and healthy environments. For individuals to realize positive life outcomes, they must have this access to maximize relationships, places, and resources. Trajectories of opportunity are more than the sum of their parts; rather, they require alignment and coherence—connective tissue created through not only institutional commitment but also through personal relationship building. Together, these things foster positive life trajectories, which are critical for all young people, but particularly so for young men and boys of color who find themselves in otherwise hostile, threatening, and limited environments. These negative environments are the result of deliberate policies, the consequences (intended or otherwise) of which disproportionately negatively impact young men and boys of color. Therefore, attempts to create trajectories of opportunity require integrated and inclusive efforts on the part of city officials and planning professionals, school administrators and teachers, community and business leaders, parents and other adult residents, and (most important) young people themselves.
15. Sun Service System. (2009), *Evaluation Outcomes 2008-2009*. <http://web.multco.us/sun/research-and-evaluations> The SUN Service System is an aligned system of social and support services that reduce barriers to educational success and self-sufficiency for children, adults and families. SUN integrates city, county, state and federal resources into a single comprehensive program – making it easy for people to find the help they need.
16. City of Portland Office of Transportation. (2007), *Safer Routes to School: Year 2 Report (2006-2007)*. <http://www.portlandonline.com/transportation/index.cfm?c=46019&a=189540> Documents the education, encouragement, engineering, enforcement, and evaluation elements that contributed to serving 19 Portland schools in 2006-2007.



Economic Prosperity and Affordability: Further Reading

Living Wage Jobs

1. Holzer and Lerman. (2009) *The Future of Middle Skill Jobs*. Center on Children and Families.
2. Holzer and Lerman. (2010) *Is the Middle of the U.S. Job Market Really Disappearing*. Center for American Progress. Compared trends and research on the supply and demand for workers, finding shortfalls in training and education to fill middle-skill jobs (requiring training between high-school and bachelors' degrees) that make up 45% of projected job openings to 2014. They find prominent concentrations of middle-income, middle-skill jobs in construction, manufacturing, health care support, office technician and protective service fields. They recommend workforce development actions to reduce secondary and early post-secondary dropout rates and link career/technical training to growing demand sectors.
3. Haskins and Seehill. (2009) *Creating an Opportunity Society*. Brookings Institution Press. Reviews factors in poverty, middle class access, and economic mobility between income levels, finding three social norms that together account for most poverty and middle class access: high school completion, working full time, and waiting until age 21 and marrying before having children. They recommend policy responses in each area.
4. Gu, et al. (2010) *Where the Ends Don't Meet: Measuring Poverty and Self Sufficiency among Oregon Families*. PSU/IPMS. Measured "economic self-sufficiency" of unsubsidized household income to meet basic needs (e.g., housing, childcare, health care, transportation) in local markets. They found that federal poverty rates underestimate the share of households in need, contrasting the 10.3% of Multnomah County households below poverty level and 23.5% below self-sufficiency in 2005-07.
5. Blank. (2008) *High Priority Poverty Reduction Strategies for the Next Decade*. Brookings Institution Press. Identifies 3 current need areas for poverty reduction: supporting low-wage work by affordable child care, health insurance, and higher labor force participation by less-skilled men; improving the safety net for the unemployed, those who cannot work in the short term, and very low income seniors; and improving children's opportunities by mentoring young parents, quality childcare and preschool, youth organizations in low-income neighborhoods, and safe and effective housing.
6. Johnson and Lopez. (1997) *Shattering the Myth of Failure: Promising Findings from Ten Public Job Creation Initiatives*. Center on Budget and Policy Priorities. Describes a range of successful local public employment programs to boost employment and earnings for disadvantaged populations and during recessions.



Target Clusters and Export Growth

1. Solvell, Lindqvist, Ketels, and Porter. (2003) *The Cluster Initiative Greenbook*. <http://www.cluster-research.org/greenbook.htm> Reviews more than 500 cluster initiatives in developed nations. They classified the most common cluster objectives into 6 segments: research and networking, policy action, commercial cooperation, education and training, innovation and technology, and cluster expansion.
2. Istrate, Rothwell and Katz. (2010) *Export Nation: How U.S. Metros Lead National Export Growth and Boost Competitiveness*. Brookings Institution. Analyzed export performance (products and services) and supportive actions among the 100 largest U.S. metros. They found that export sectors are linked to regional economic growth and raise income levels, and they ranked Portland 2nd of 100 in export share of GDP and 2003-2008 export growth. They recommended federal export promotion and supportive exchange rates, cluster-led regional export initiatives, and supportive freight investments in gateway seaports and airports.
3. ECONorthwest. (2009) *Evaluation of Economic Specialization*. Portland Development Commission. Identifies Portland's clusters and analyzes their performance. They found strong performance in Portland's 4 target clusters: advanced manufacturing, software, activewear/outdoor gear, and clean-tech. They also found large traded sector specializations in the city's major office sectors, distribution, and niche manufacturing.

Accelerating Local Job Growth

1. Glaeser, Kneebone, et al. (2001) *Job Sprawl*. (2009) *Job Sprawl Revisited*. Brookings Institution. Reviews intraregional job growth trends, patterns, and sectors within the 98 largest U.S. metros. Within 3 miles of downtown, they found a declining share of jobs in 95 of 98 metros from 1998 to 2006 and that jobs shifted away from these inner city areas in almost every major industry.
2. E.D. Hovee & Co. (2009) *Portland Economic Opportunities Analysis*. City of Portland. Found a sharply declining city share of regional job growth after 2000, concentrated in the health care, education, and office sectors. They identify market options, public investments, and capacity needs to meet the midrange employment forecast of 62,000 new jobs in the Central City and Gateway to 2035, 27,000 new jobs in industrial areas, 29,000 in neighborhood commercial areas, and 29,000 in institutional campuses.

Land and Infrastructure Needs

1. Global Insight, Bingham, et al. (2006) *Portland and Vancouver International and Domestic Trade Capacity Analysis*. Port of Portland. Projected doubling of freight tonnage handled in the region from 2000 to 2035 at 2.18% average annual growth. Recommended actions to accommodate forecast include expanding highway and rail network capacity, Columbia River channel deepening (completed), expand marine terminals for commodity growth, rail congestion relief in Portland Triangle, expansion of airport role as international gateway and domestic transfer point, and provision of adequate land for transportation and logistics.



2. E.D. Hovee & Co. (2009) *Portland Economic Opportunities Analysis*. City of Portland. Compared forecast land demand to 2035 to available supply in 11 sector-based geographies in Portland, finding a 650-acre shortfall of existing industrial land and 365-acre shortfall of campus institutional land to meet midrange demand. Their recommended responses include maintaining industrial sanctuaries, meeting freight terminal demand, encourage full-site use, public gap funding to resolve brownfield issues, site-readiness investments, expansion of permitted information and design uses in Central City industrial areas, institutional zoning with rapid response capability, and campus institutional master planning.
3. Evans. (2008) *The Environmental and Economic Impacts of Brownfields Redevelopment*. Northeast Midwest Institute Brownfield sites – such as former gas stations, dry cleaners or manufacturing sites – are ongoing sources of surface and groundwater contamination. Brownfields are concentrated disproportionately, resulting in patterns of vacancy and concerns about environmental justice. Clean up and reclamation of these sites can further goals of environmental and community health, promote local business growth and job creation, and add to available parkland and community space.
4. George Washington University. (2001) *Public Policies and Private Decisions Affecting the Redevelopment of Brownfields: An Analysis of Critical Factors, Relative Weights and Areal Differentials*. Research shows that because similar development projects require more area if located on previously undeveloped land than if located on a brownfield, one acre of redeveloped brownfield corresponds to 4.5 acres of conserved greenfield.
5. Portland Office of Transportation. (2006) *City of Portland Freight Master Plan*. The presence of low-clearance and weight-restricted bridges requires large trucks to be rerouted, increasing fuel consumption and vehicle emissions. At-grade rail crossings result in delays for trucks, while poor pavement condition decreases fuel economy and leads to increased truck maintenance costs.
6. BESTUFS.NET. (2007) *BESTUFS: Good Practice Guide on Urban Freight Transport*. The BESTUFS Good Practice Guide is a compilation of successful strategies for addressing the economic and environmental challenges of urban freight operations.
7. Holguín-Veras, et al. (2010) *Integrative Freight Demand management in the New York City Metropolitan Area: Draft Final Report*. NYCDOT recently completed an Off-Hours Delivery Program pilot study which encouraged freight receivers to accept deliveries in the early morning. The study found that deliveries were made more efficiently, fewer parking fines were incurred, and drivers experienced less stress. Receivers were generally satisfied with the off-hours deliveries.



Housing

1. U.S. Department of Transportation Federal Transit Administration and the U.S. Department of Housing and Urban Development. (2008) *Better Coordination of Transportation and Housing Programs to Promote Affordable Housing Near Transit*. Transit-oriented development (TOD) is increasingly recognized as having the potential to improve the quality of life for American households, by creating vibrant, livable communities in proximity to transit. Improved access to transit can reduce transportation costs for working families and mitigate the negative impacts of automobile travel on the environment and the economy.
2. Kirwan Institute for the Study of Race and Ethnicity. (2010) *The Geography of Opportunity Mapping to Promote Equitable Community Development and Fair Housing in King County, WA*. Opportunity Mapping is a research tool used to understand the dynamics of "Opportunity" within metropolitan areas. The purpose of opportunity mapping is to illustrate where opportunity rich communities exist (and assess who has access to these communities) and to understand what needs to be remedied in opportunity poor communities.
3. McFarlane. (2009) *Inclusionary Zoning and the Development of Urban Land*. US Department of Housing and Urban Development. Inclusionary zoning is a set of controls and incentives designed to encourage the production of affordable housing. In this paper, I present a dynamic model of developer behavior, and examine how a developer would respond to the variety incentives provided by inclusionary zoning. Oregon law currently pre-empts Inclusionary Zoning.
4. Levy, Comey, and Padilla. (2006) *In the Face of Gentrification: Case Studies of Local efforts to Mitigate Displacement*. The Urban Institute. This report explores strategies used by nonprofit organizations, for-profit developers, and city agencies to ensure low- to-moderate-income residents can live in revitalizing neighborhoods. Strategies used to prevent displacement are influenced by a number of factors, including housing market strength, political climate and organizational capacity.
5. US Dept. of Housing and Urban Development. (2010) *The 2009 Annual Homeless Assessment Report to Congress*. The AHAR reports provide the latest counts of homelessness nationwide—including counts of individuals, persons in families, and special population groups such as veterans and chronically homeless people. The report also covers the types of locations where people use emergency shelter and transitional housing; where people were just before they entered a residential program; how much time they spend in shelters over the course of a year; and the size and use of the U.S inventory of residential programs for homeless people.



6. U.S Department of Housing & Urban Development. (2007) *Worst Case Housing Needs: A Report to Congress*. Worst case housing needs (WCN) are experienced by unassisted very low-income renters who either (1) pay more than one-half of their monthly income for rent; or (2) live in severely inadequate conditions, or both. HUD defines "very low-income" as below 50 percent of the local area median income (AMI) and "extremely low-income" as below 30 percent of AMI.
7. Meck, Retzlaff, and Schwab. (2003) *Regional Approaches to Affordable Housing*. American Planning Association. This report, prepared by the American Planning Association (APA) with funding from the U.S. Department of Housing and Urban Development and the Fannie Mae Foundation, examines regional planning strategies that enhance the feasibility of affordable housing development and retention. The study identifies successful and promising planning approaches, institutional structures that work best, alternative ways of providing financial assistance, and incentives for local governments to address regional housing needs. Among the strategies examined are fair-share programs, state and regional affordable housing trust funds, and private sector approaches.
8. Haley, Gray, Taghavi, Thompson, and Devine. (2008) *Section 202 Supportive Housing for the Elderly: Program Status and performance Measurement*. Department of Housing and Urban Development. The Section 202 Supportive Housing for the Elderly program provides capital advances and project rental assistance under Section 202 of the Housing Act of 1959 (as amended), for housing projects serving elderly households. The Office of Policy Development and Research (PD&R) at the Department of Housing and Urban Development (HUD) has conducted a study to assess whether the program has been effective in meeting the needs of very low-income elderly Americans.
9. Portland Housing Bureau. (2008) *Quality Rental Housing Workgroup*. The Quality Rental Housing Workgroup tackled longstanding health and safety problems in Portland's rental housing. Some of these problems are caused by landlords who defer maintenance and neglect hazards; others result from the household practices of tenants. A robust set of recommendations to strengthen the public-private partnership that promotes safe and healthy rental housing.
10. Levy, Comey and Padilla. (2006) *In the Face of Gentrification: case studies of local efforts to mitigate displacement*. Urban Institute. Efforts to prevent the displacement of low-income households have been an integral part of community revitalization work in some communities.
11. Leinberger, "The Next Slum?" *The Atlantic*, March 2008. A home in the metropolitan center is, in some places, the most valuable in the region—an economic signal of just how desirable good urban places can be. In such cities as New York, Portland, Seattle, or Washington, DC, urban residences command a premium of 40 to 200 percent per square foot over their suburban alternative. Urbanism is again proving its value; but if in limited supply, it soon can become too valuable.



- Lucy. (2010) *A Different Path to a Housing Rebound*. University of Virginia. Location is more important than ever, and how location is interpreted has changed. The 30- to 45-year-old market that has traditionally flocked to the suburbs, eager for the opportunity for homeownership, has begun to value new things in their housing decisions. More and more, just-large-enough units, greater convenience and variety, and decreasing drive times are categories that first-time homebuyers are considering when deciding where to settle down. Similarly, homeowners 55 and older are rethinking their large-lot lifestyle and looking instead to downsize and move closer in to core cities.

Workforce Education and Training

- Haskins, Alberding, et al. (2009) *The Future of Middle Skill Jobs*. Brookings Institution, Joyce Foundation. Reviewed current needs and approaches for preparing workers for middle-skill jobs and needed policy reforms. Recommendations included stronger incentives to complete high school and middle-skill education, employer-driven training programs, demand-driven capacity, non-sequential credentials tailored to student and employer needs, and technical training and basic education (e.g., ESL) in one classroom.
- Workforce Alliance, et al. (2009) *Oregon's Forgotten Middle-Skill Jobs*. Forecasts and analyzes workforce supply and demand by skill level in Oregon, finding that middle-skill occupations make up 49% of projected job openings from 2006 to 2016 and represent a widening gap between projected supply and demand. They recommend a "21st Century skill guarantee" to provide every Oregonian access to at least 2 years of education or training beyond high school (K-14).
- Worksystems, Inc. (2010) *Workforce Development Challenges and Opportunities*. Reviews regional labor market trends and workforce system needs in relation to the working poor. Recommendations include increasing emphasis on skill development for living-wage jobs and system coordination.
- ECONorthwest (2010) *WIRED Region Manufacturing Workforce Audit*. Evaluates regional workforce development needs to support the manufacturing sector.
- No Child Left Inside, US Dept of Education (2010) *A Blueprint for Reform: The Reauthorization of the Elementary and Secondary Education Act*. Education focused on energy, the environment, and the building trades can help support job readiness for "green collar" jobs.
- Simon, "Human Capital and Metropolitan Employment Growth," *Journal of Urban Economics* 43 (1998): 223-243.
- Glaeser et al., "Economic Growth in a Cross-Section of Cities," *Journal of Monetary Economics* 36 (1995): 117-43.
- Pack, (2002) *Growth and Convergence in Metropolitan America* Brookings Institution.
- Glaeser and Saiz, "The Rise of the Skilled City," *Brookings-Wharton Papers on Urban Affairs* 5 (2004): 47-94.



10. Blumenthal et al., “**Understanding the Economic Performance of Metropolitan Areas in the United States**,” *Urban Studies* 46 (2009): 605-27.
11. Acs and Armington, “**Employment Growth and Entrepreneurial Activity in Cities**,” *Regional Studies* 388 (2004): 911-927. Research has shown that the single best predictor of a region’s economic growth is the educational achievement of its residents.

Neighborhood Business Vitality

1. City of Portland, Bureau of Planning & Sustainability. (2010) *SE 122nd Avenue Study: A Pilot Project*. The study area (SE 122nd Avenue) south of Powell has a limited amount of commercial zoning and land uses. Residents in this area must travel for shopping and services. As the area grows and develops, the demand for additional commercial uses may increase. A better mix of retail and commercial services provides opportunities for residents to meet more daily needs by walking or biking, and may promote more opportunity for social interaction and cohesion. Increased opportunities for small-scale commercial development could support a mix of culturally appropriate goods and services in the area. The study area includes few sites zoned for industrial and employment uses.
2. Weissbourd,. (2004) *The Changing Dynamics of Urban America, CEOs for Cities*. To successfully compete, the region needs to be viewed as an attractive, desirable place to live and work, and livability is being increasingly recognized as a contributor to economic growth
3. Florida,. (2002) *The Rise of the Creative Class*. Attracting the highly educated and skilled workers who drive economic growth is key, and that denser urban places will do best in this regard.

