

ICURA Principles Assessment

This matrix lists the original principles from the 2001 *Interstate Corridor Urban Renewal Plan* in the leftmost column, then provides PDC staff's rating and commentary on how we have addressed these principles. At the upcoming retreat, discussion in the morning will focus on our assessment of how well PDC has met the principles. Do you agree with our ratings?

| Revitalization Principles | Below Target | On Target | Projects, Programs and Strategies Supporting Principle | PDC Comments |
|--|--------------|-----------|---|---|
| <p>1. Focus Redevelopment: Focus major redevelopment around light rail station areas and other key nodes within the Urban Renewal Area, such as intersections of main arterials, to optimize the leverage of public investment and to recognize that redevelopment is critical to the success of light rail.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Killingsworth Station Development ▪ Patton Park Apartments ▪ Shaver Green Apartments ▪ Buka's Place ▪ Fenwick Apartments ▪ Cambridge Court Apartments ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ Patton Park Renovation ▪ Dawson Park Gazebo Renovation <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Development Opportunity Services Program ▪ Storefront Grants ▪ Business Finance Tools <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Downtown Kenton Revitalization ▪ Interstate Corridor Rezoning Project ▪ Interstate MAX Station Area Revitalization Strategy ▪ Vancouver Williams Infill Strategy | <ul style="list-style-type: none"> ▪ The key tools that PDC has used for revitalization are the Development Opportunity Services program (108 grants since 2000) and Storefront program (180 grants since 2000). These programs are focused on commercial corridors, and are used to augment the positive impacts of other work here, such as streetscape projects. ▪ Most of the development that has occurred in the URA has been privately developed. The Vancouver-Williams, Mississippi and Interstate Corridors have been the major focus of new private development. Some of the projects have utilized the DOS and Storefront programs. ▪ The focus of PDC's investments has been around light rail stations. The only property purchased by PDC for redevelopment in the URA is the northeast corner of Interstate Ave and Killingsworth Street immediately adjacent to the Killingsworth light rail station. The resulting project, Killingsworth Station, is scheduled to begin construction in 2009 with 54 for-sale residential condominiums above commercial/retail condominiums, with half of the units available at market rates and half available to households at 80% MFI. ▪ Other PDC investments in the Killingsworth Station area include: Patton Park Apartments, Patton Park renovation, Killingsworth Streetscape improvements, and Community Livability Grants to nearby non-profits, schools and community centers. ▪ The three streetscape improvements funded by PDC (Denver Ave, Killingsworth Street and Russell Street) are focused on providing improved access to light rail stations and spurring additional development on properties adjacent to the streetscape improvements. ▪ PDC also funded and provided staff support for the rezoning process at five station areas along Interstate MAX to encourage private investment and redevelopment. |
| <p>2. Main Streets: Foster the development of mixed-use, medium- and high-density projects at appropriate locations, e.g. at transit stations and along main street corridors as identified in the Metro 2040 Plan. These projects would typically consist of one or more floors of residences over ground floor commercial/retail.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Killingsworth Station Development ▪ Patton Park Apartments ▪ Shaver Green Apartments ▪ Fenwick Apartments ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ Vancouver/Williams Transportation Safety Project <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Development Opportunity Services Program ▪ Commercial Property Redevelopment Loan Program ▪ Storefront Grants ▪ Business Finance Tools <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project ▪ Downtown Kenton Revitalization ▪ Vancouver-Williams Corridor Infill Strategy | <ul style="list-style-type: none"> ▪ PDC has worked to foster the development of mixed-use projects at station areas and on main streets by: <ul style="list-style-type: none"> ▪ Directly assisting in the development of projects: Killingsworth Station Development, Patton Park Apartments, Shaver Green Apartments, Fenwick Apartments ▪ Providing DOS grants to property owners on commercial corridors ▪ Rezoning property in the Interstate Corridor to higher densities thus allowing developers to bring development to market more efficiently ▪ Providing development technical assistance to property owners in the Kenton area through the Downtown Kenton Revitalization Strategy ▪ Investing in streetscape projects and corridor safety projects as a development catalyst ▪ Creating the Commercial Property Redevelopment Loan program that has provided three low interest loans to property owners to renew and revitalize blighted buildings. ▪ PDC's efforts and assistance have spurred private investment along ICURA's main streets: <ul style="list-style-type: none"> ▪ N Mississippi is one of the most successful neighborhood business districts in the entire city. ▪ Downtown Kenton is seeing increased investment, including new businesses at the Kenton Village Shops redevelopment. The recent siting of the North Portland Library in a downtown storefront will also help revitalize Downtown Kenton. ▪ Many new businesses – most of them small, locally-owned – have opened along Killingsworth, Interstate, Lombard, Vancouver/Williams and Russell. |

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| <p>3. Location of High Density: Locate high-density housing in appropriately zoned areas along major transit corridors, in a manner that is compatible with adjoining neighborhoods.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Killingsworth Station Development ▪ Patton Park Apartments ▪ Shaver Green Apartments ▪ Killingsworth Streetscape ▪ Denver Avenue Streetscape ▪ Russell Streetscape ▪ Fenwick Apartments ▪ Patton Park Renovation <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Development Opportunity Services Program <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate MAX Station Area Revitalization Strategy ▪ Interstate Corridor Rezoning Project ▪ Downtown Kenton Revitalization ▪ Vancouver-Williams Corridor Infill Strategy | <p><u>Overall:</u></p> <ul style="list-style-type: none"> ▪ This principle is primarily achieved through the City's zoning code and development review process. The zoning for property in the URA generally directs higher-density development along commercial corridors/main streets and at station areas. The code also encourages the development of a mix of uses. Development, other than single family and duplexes, is required to go through the design review process which addresses compatibility with adjoining neighborhoods. The Albina Community Plan governs land use, zoning and urban design policy in much of the URA. <p><u>Interstate Avenue Corridor:</u></p> <ul style="list-style-type: none"> ▪ The focus for high density housing in the URA is primarily in the Interstate Avenue Corridor. The Station Area Redevelopment Strategy identified the community vision for redevelopment at six light rail station areas. It also identified strategic public improvements to leverage and support this development. The following projects were specifically or generally recommended by the SARS report and have been developed by PDC: <ul style="list-style-type: none"> ▪ Killingsworth Station Development: 54 condominiums (1/2 affordable at 80% MFI) ▪ Patton Park Apartments: 52 affordable apartments ▪ Killingsworth and Denver Avenue Streetscape projects ▪ Renovation of Patton Park ▪ Investments at the Interstate Firehouse Cultural Center ▪ Interstate Corridor Rezoning Project ▪ Development of high density housing in the Interstate Avenue Corridor has not been as rapid as some had hoped or believed that it would be. However, private investments in such housing have been constructed or are planned with notable progress at the Kenton and Overlook station areas: <ul style="list-style-type: none"> ▪ The Kenton station area has been successful in accommodating infill housing. In 2004, PDC completed the Fenwick Apartments one block east of the Kenton MAX station, providing affordable 2 and 3-bedroom apartments. Kenton Commons, a new four-story mixed-use market-rate apartment project, is nearing completion adjacent to Kenton Park. PDC continues to work with TriMet to coordinate planning and development options at its Argyle site. ▪ At the Prescott station area, the Overlook, a five-story mixed-use condo building was completed in 2007, and The Prescott, a proposed six-story mixed-use condo building is the midst of design review. <p><u>Vancouver-Williams Corridor:</u></p> <ul style="list-style-type: none"> ▪ The Vancouver-Williams Corridor Infill Strategy is the community's vision for development along the Vancouver-Williams Corridor. This document was completed just before the establishment of the URA and is a guide for development and public infrastructure investments in this corridor. Key projects that have been implemented in this corridor include: <ul style="list-style-type: none"> ▪ Establishment of ICURA as a financing mechanism ▪ Vancouver/Williams Transportation Safety Project ▪ Redevelopment of Iris Court to Humboldt Gardens (HAP Project) ▪ Dawson Park Master Plan, gazebo renovation, and proposed improvements ▪ Medium-density residential redevelopment has taken place without PDC assistance, including the Wygant Lofts and several other infill townhouse projects. <p><u>Mississippi/Albina Corridor</u></p> <ul style="list-style-type: none"> ▪ Market-rate, high-density housing with ground-floor retail is nearing completion at two locations along popular N Mississippi Avenue, including the Mississippi Avenue Lofts. |

| Revitalization Principles | Below Target | On Target | Projects, Programs and Strategies Supporting Principle | PDC Comments |
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| 3. Location of High Density (continued) | | X | | <p><u>Other:</u></p> <ul style="list-style-type: none"> ▪ PDC supports the development of high-density housing on appropriately zoned property through the Development Opportunity Services program. The program has been used in all seven of the ICURA commercial corridors and has been instrumental in initiating mixed-use projects that include housing. The Overlook and Kenton Commons are two examples of DOS projects leading to on-the-ground high density housing. ▪ High-density housing is also being constructed or is in the development stages along Martin Luther King Blvd and in Bridgeton. ▪ Projects in development are likely to be delayed due to high costs and market conditions. It may be difficult to bring these projects to fruition without substantial private equity or public financing support. |
| 4. Mixed Uses: Provide for a mix of uses (housing and commercial) along main street corridors, especially Interstate, with related support services such as daycare. | | X | Same as #3 above. | Same as #3 above. |
| 5. Mix of Scales: Public-sponsored redevelopment projects should be divided into small and medium scale components, where feasible, to increase opportunities for local, smaller scale developers and contractors, especially Minority/Women/Emerging Small Business contractors. | X | | | <ul style="list-style-type: none"> ▪ It is PDC policy to provide contracting opportunities for State of Oregon certified Minority-Owned, Women-Owned, and Emerging Small Businesses (MWESB). The program applies to all PDC owned or financially funded construction projects of \$200,000 and over and subcontracting of \$100,000 and over as well as and PDC owned Personal Services projects of \$100,000 and over. Contractors must make every effort to reach a goal of 20% MWESB subcontractor utilization. The Contractor is required to provide PDC with Good Faith Effort supporting documentation if the 20% MWESB utilization is not met. ▪ PDC continues to pursue the implementation of this principle in the construction of Killingsworth Station, Patton Park Apartments and Shaver Green Apartments. |
| 6. Revitalization Strategy: Prepare and implement strategies for the revitalization of key areas within the urban renewal area, including light rail station areas, and primary corridors and nodes. These strategies will examine appropriate uses and urban design considerations for redevelopment parcels, and identify public infrastructure and financial assistance necessary to result in redevelopment. The strategies will incorporate the input of affected property owners and neighborhood associations. | | X | <ul style="list-style-type: none"> ▪ Interstate MAX Station Area Revitalization Strategy ▪ Interstate Corridor Rezoning Project ▪ Vancouver-Williams Corridor Infill Strategy ▪ Kenton Historic Downtown Stimulus Strategy ▪ Downtown Kenton Redevelopment Project ▪ Mississippi Historic District Target Area Economic Development Strategy | <ul style="list-style-type: none"> ▪ PDC, in cooperation with community members, prepared revitalization strategies for key area and, as articulated elsewhere in this document, has been engaged in implementation of key components. |

2008 ICURAC Retreat: ICURA Principles Assessment

| Economic Development Principles | Below Target | On Target | Projects/Programs Supporting Principle | Comments |
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| <p>Economic Principles Overview: The overall purpose of the economic development principles and of the related project and program activities identified in Section VII of this Plan is to strengthen existing businesses and to assist north/northeast residents in jobs. Implementation will occur as part of a comprehensive planning effort, coordinated among the many agencies and employers.</p> | | X | <ul style="list-style-type: none"> ▪ Business Development ▪ Interstate Corridor Business Finance Tools ▪ Interstate Corridor Business Retention ▪ Economic Development Strategies ▪ Economic Development Opportunity Fund ▪ Target Industry Development ▪ Storefront Grants ▪ | <ul style="list-style-type: none"> ▪ All of PDC's economic development programs are aimed at strengthening existing businesses and encouraging jobs creation. |
| <p>1. Wealth Creation: Foster entrepreneurship and wealth creation within the community.</p> | | X | <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor Business Finance Tools | <ul style="list-style-type: none"> ▪ PDC primarily assists with gap financing, often times for start-ups, which promotes entrepreneurship and wealth creation in the URA. ▪ The Killingsworth Station Development will include approximately 10,000 square feet of commercial space that will be sold as commercial condominiums which will help business owners build equity. |
| <p>2. Displacement: Retain and support existing businesses by seeking to insure that they benefit from the urban renewal program and related activities (including light rail). Strive to minimize the involuntary displacement of existing businesses in the Urban Renewal Area, regardless of size, through an assessment of the needs of businesses at risk of displacement. This assessment will identify existing programs and develop new programs and strategies (such as small business loans, storefront grants, business assistance, etc.) intended to retain and support these businesses.</p> | | X | <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Business Retention ▪ Storefront Grants ▪ Interstate Corridor Business Finance Tools ▪ Economic Development Opportunity Fund | <ul style="list-style-type: none"> ▪ Overall there has been more business creation than displacement in the URA. Retail businesses have increased in the URA, and we have seen no evidence of businesses being priced out. ▪ There's evidence that some industrial businesses have left the URA because of increased congestion. ▪ The current emphasis of many of PDC's business finance tools is on job creation, quality jobs, and business expansion. With PDC's reorganization and a greater emphasis on Community Economic Development, it is likely that the business finance tools will be revised to help foster the growth of small businesses, including long-standing businesses within the URA. |
| <p>3. Business Expansion: Support expansion of existing businesses that offer family-wage employment opportunities within the community.</p> | | X | <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Business Development ▪ Interstate Corridor Business Finance Tools | <ul style="list-style-type: none"> ▪ PDC's business finance tools are targeted at business expansion and the creation of family-wage job opportunities. |
| <p>4. Brownfields: Encourage the productive redevelopment of brownfield sites. Identify and analyze the sites, through a thorough public process, with input from property owners, affected residents, and others. Strive to utilize area residents and contractors in all phases of the effort, including assessment, remediation, redevelopment, and end uses. Also, consider supporting the creation of a community development corporation(s) to perform some or all of these tasks.</p> | | X | <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Target Industry Development | <ul style="list-style-type: none"> ▪ The Interstate URA will be part of Harbor REDI (the Harbor Redevelopment Initiative), a citywide initiative to return contaminated industrial land to productive use. PDC is partnering with other agencies to create a financial model to foster redevelopment in the Portland harbor area. |

2008 ICURAC Retreat: ICURA Principles Assessment

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| <p>5. Training Facilities: Support the creation of job training facilities, resources facilities, and other workforce development facilities that serve to expand employment opportunities within the community through community-based organizations and employment and training partnerships with area schools, employers, and local businesses. Urban renewal expenditures should serve to leverage other expenditures (training, equipment, etc.) which are not eligible for urban renewal funding. Support expansion of programs to create market-driven job training components, resource components, and other workforce development components that serve to expand employment opportunities. Develop a network of training partnership agencies which includes area schools and employers to ensure effective service delivery for residents.</p> | X | | | <ul style="list-style-type: none"> ▪ None |
| <p>6. Family Wage Jobs: Prioritize maintaining and attracting family-wage jobs in the URA. Family wage refers to incomes that can sustain a family, including a full range of benefits (medical, etc.).</p> | | X | <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor Business Finance Tools | <ul style="list-style-type: none"> ▪ PDC's business finance tools are targeted at business expansion and the creation of family-wage job opportunities. |
| <p>7. Existing Residents: Provide opportunities for current area residents to obtain new jobs and create wealth before, during, and after construction of the light rail line, in part by striving to utilize area residents and businesses on all project phases and new development within the URA.</p> | | X | <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Storefront Grants ▪ Interstate Corridor Business Finance Tools | <ul style="list-style-type: none"> ▪ The investments in the URA benefit existing residents primarily due to the access to employment. ▪ Local contractors are also utilized on PDC projects (as required by the Workforce Training and Hiring policy) ▪ TriMet did an excellent job of utilizing minority contractors and local workers. |
| <p>8. Positive Business Environment: Recognizing that each area serves a different purpose and that all areas help enrich the fabric of the entire community, create an environment that supports existing businesses, increases profitability, creates jobs, and encourages the development of new complementary businesses and industries. Ensure compatibility between commercial, industrial, and residential areas for their mutual benefit. Improve the community's economic capacity to support business.</p> | | X | <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Storefront Grants ▪ Business Development ▪ Interstate Corridor Business Finance Tools ▪ Interstate Corridor Business Retention ▪ Target Industry Development | <ul style="list-style-type: none"> ▪ Generally, PDC feels that Interstate now provides a positive business environment due to increased funding availability. |
| <p>9. Job Access: Optimize access of area residents to employment opportunities both inside and outside of the URA.</p> | | X | | <ul style="list-style-type: none"> ▪ This principle is primarily accomplished through transportation projects. Please see comments on Transportation Principles. |
| <p>10. Childcare: Support access to stable, quality childcare through the development of childcare networks. Focus on improvements in provider training, facilities improvements, transportation needs, and provider business development to free up other funds for subsidies to parents. Employers benefiting from urban renewal will be required to describe how they will assist workers with childcare prior to receiving urban renewal support.</p> | X | | | <ul style="list-style-type: none"> ▪ This objective has primarily been achieved through the Community Livability Grant program. Grants have been given to Peninsula Children's Center. Other grants have gone to schools and community centers. |

2008 ICURAC Retreat: ICURA Principles Assessment

| Economic Development Principles | Below Target | On Target | Projects/Programs Supporting Principle | Comments |
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| <p>11. Economic Development Strategy: Prepare a comprehensive economic development strategy to guide funding decisions in accordance with the principles set forth herein. The Strategy will assess the needs and opportunities related to job growth and wealth creation, and will identify existing programs to address these needs and opportunities, and also develop new programs where warranted. The development and ongoing monitoring of this Strategy will involve residents, business owners, workforce development providers, education, and other concerned parties.</p> | | X | <ul style="list-style-type: none"> ▪ Economic Development Strategies | <ul style="list-style-type: none"> ▪ The strategy was completed August of 2001, but it needs to be updated soon. |

| Transportation Principles | Below Target | On Target | Projects Supporting Principle | Comments |
|--|--------------|-----------|---|---|
| <p>1. Optimize Light Rail Investment: Optimize the benefits of light rail by coordinating other program investments to realize potential commercial and residential investment resulting in economic vitality and revitalization of the area, and by enhancing access to transit for residents and workers.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ Interstate LR Signalization Improvement ▪ N Failing Overcrossing Signage ▪ Patton Park Apartments ▪ Killingsworth Station Development ▪ Fenwick Apartments ▪ Patton Park Renovation <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Storefront Grants ▪ Business Finance Loans ▪ Development Opportunity Services Program ▪ Community Livability Grants <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ ICURA Transportation Strategy ▪ Downtown Kenton Revitalization ▪ Interstate Corridor Rezoning Project ▪ N. Going/Greeley Interchange Study | <ul style="list-style-type: none"> ▪ PDC has optimized the benefits of light rail by the implementation of projects, programs and studies (see box to left) in the Interstate Corridor. ▪ Three key streetscape projects at Kenton, Killingsworth and Mississippi/Albina light rail stations substantially enhance access to MAX yellow line. Streetscape investments are further leveraged by PDC's Storefront, DOS and Business Finance programs, and by the Community Livability Grants which provides additional support to vital non-profit and community services located adjacent to station areas. ▪ At the Killingsworth station area PDC has invested heavily in parks, housing, transportation and community livability projects including: <ul style="list-style-type: none"> ▪ Patton Park renovations (Summer 2008) ▪ Patton Park Apartments (under construction) and ▪ Killingsworth Station Development (scheduled for construction in the Spring of 2009), and ▪ Community Livability Grants to Interstate Firehouse Cultural Center, Trillium Charter School, Peninsular Children's Center ▪ Completion of the Interstate Corridor Rezoning Project this past summer is expected to provide property owners with a less costly and time consuming process for property redevelopment or reinvestment in existing buildings. Neighborhoods are, for the most part, enthusiastic about the rezoning and potential for revitalization in this corridor. |
| <p>2. Target Investments: Target transportation/infrastructure investments to fulfill jobs, housing, and revitalization objectives of the Interstate Corridor. Give priority to transportation improvement that will enhance access to key employment areas.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Interstate MAX Light Rail ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ New Columbia Street Infrastructure ▪ N Albina Triangle (traffic calming component) ▪ Vancouver/Williams Transportation Safety <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Going/Greeley Interchange Study | <ul style="list-style-type: none"> ▪ PDC's transportation/infrastructure investments (see box to left) have been aimed at fulfilling the jobs, housing, and revitalization objectives of the Interstate Corridor, and at enhancing access to key employment areas. ▪ Investments in light rail and three key streetscape projects at the Kenton, Killingsworth and Albina light rail stations substantially improve pedestrian and bicycle access to employment areas. |
| <p>3. Coordination with Other Goals: Coordinate and integrate transportation investment with other goals and objectives of the Urban Renewal Plan (e.g. parking to serve economic development objectives, housing, access to jobs, neighborhood services such as childcare, etc.).</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ New Columbia Street Infrastructure ▪ N Albina Triangle (traffic calming component) <p><u>Programs</u></p> <ul style="list-style-type: none"> ▪ Development Opportunity Services Program <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project ▪ Downtown Kenton Revitalization ▪ ICURA Transportation Strategy | <ul style="list-style-type: none"> ▪ As mentioned in comments for Transportation Principle 1, transportation investments are further leveraged when adjacent property owners and businesses take advantage of PDC's Storefront, DOS, Commercial Property Redevelopment, and Business Finance programs. ▪ Community Livability investments also complement transportation investments with projects at community centers, schools, and non-profits including: Interstate Firehouse Cultural Center, Kenton Firehouse, Peninsular Children's Center, Trillium Charter School, Open Meadows Alternative School and Ethos Music Center. |

| Transportation Principles | Below Target | On Target | Projects Supporting Principle | Comments |
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| <p>4. Access: Assure that area residents and workers have access to a variety of transportation options to provide connections to jobs, services, community facilities, etc. This is especially critical with regard to east-west connections to light rail stations.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Interstate MAX Light Rail ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ Bike Parking (Mississippi, Williams) ▪ Vancouver/Williams Transportation Safety Project ▪ Pedestrian Islands: N Rosa Parks & N Killingsworth ▪ N Failing Overcrossing Signage <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ ICURA Transportation Strategy | <ul style="list-style-type: none"> ▪ PDC's investments, particularly in light rail and the three streetscape projects, are providing transportation options for residents and workers. The investments are in transit, bicycle and pedestrian improvements that improve the availability, quality and aesthetics of transportation options. ▪ As is noted elsewhere, these investments are also used as a tool to revitalize adjacent properties and improve the economic health of the surrounding community. On Killingsworth Street, for example, investments in the streetscape have been paired with Storefront grants and business loans to improve the appearance of businesses and the overall perception of safety on the street. Killingsworth investments also were complemented by significant investments by the Portland Community College at its Cascade Campus. |
| <p>5. Pedestrian Environment: Create a pleasant and safe pedestrian environment, particularly in terms of enhancing, extending, and creating pedestrian access to transit.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Interstate Avenue reconstruction for MAX ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ Vancouver/Williams Transportation Safety Project ▪ New Columbia Street Infrastructure ▪ N Albina Triangle (traffic calming elements) ▪ Speed Bumps: N Bridgeton Rd and N Shaver ▪ Bridgeton Promenade <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project ▪ Downtown Kenton Revitalization ▪ ICURA Transportation Strategy | <ul style="list-style-type: none"> ▪ PDC's major transportation investments all support the creation of a safe and pleasant pedestrian environment particularly around the Killingsworth, Kenton and Albina light rail stations. ▪ As a part of the Interstate Corridor Rezoning Project, PDOT is revising its street standards for the newly re-zoned areas of the Interstate Corridor to ensure a safe and pleasant pedestrian environment, to support transit-oriented redevelopment, and to increase ridership. ▪ Bridgeton Trail will complete a missing link in the 40-mile Loop, a major bicycle/pedestrian facility. |
| <p>6. Traffic Impacts: Mitigate negative impacts on area streets resulting from traffic displaced from Interstate Avenue due to light rail, as well as other traffic impacts in the general area. Invest in infrastructure and signaling technology to coordinate traffic flow with light rail, increase arterial effectiveness, and support economic development, job creation, and neighborhood livability.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Interstate LR Signalization Improvement ▪ N Failing Overcrossing Signage ▪ N Albina Triangle (traffic calming component) ▪ Bike Parking (Mississippi, Williams) ▪ Vancouver/Williams Transportation Safety Project ▪ Traffic Calming: N Rosa Parks, N Killingsworth & N Denver ▪ Speed Bumps: N Bridgeton Rd and N Shaver <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project | <ul style="list-style-type: none"> ▪ PDOT and TriMet were largely responsible for mitigating the negative impacts on area streets resulting from light rail. After a study of the impacts, Denver Avenue was determined to be the only route seeing an increase in traffic. Last year, PDOT installed a series of traffic bumps and pedestrian refuges/crossings to address this issue. ▪ PDC has invested in small scale improvements (see box to left) to generally improve neighborhood livability and improve traffic flow due to light rail signalization. ▪ The Interstate Corridor Rezoning Project includes travel demand management proposals to mitigate traffic impacts as higher-density development replaces lower density uses. |

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|--|--------------|-----------|---|---|
| <p>7. Transportation Modes: Encourage alternatives to auto travel by improving facilities for pedestrians, bicyclists, buses, and light rail, while still accommodating auto travel in the area.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Interstate MAX Light Rail ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ New Columbia Street Infrastructure ▪ Bike Parking (Mississippi, Williams) ▪ Vancouver/Williams Transportation Safety Project ▪ Speed Bumps: N Bridgeton Rd and N Shaver ▪ Traffic Calming: N Rosa Parks, N Killingsworth & N Denver ▪ N Albina Triangle (traffic calming elements) ▪ N Failing Overcrossing Signage <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project ▪ Downtown Kenton Revitalization ▪ ICURA Transportation Strategy | <ul style="list-style-type: none"> ▪ As noted in Transportation Principles 4 and 5, PDC's investments (see box to left) have provided alternatives to auto travel throughout the district. ▪ PDC has also worked with ODOT to leverage additional improvements such as ODOT's investments in bike and pedestrian projects in the I-5 Delta Park Community Livability Grant. ▪ Interstate Corridor Rezoning Project included new street standards that will address multi-modal facility improvements for private redevelopment. |
| <p>8. Truck Access: Maintain good truck access to businesses within the urban renewal area, but discourage truck movement which is only passing through the area. Also discourage truck movement on residential streets.</p> | X | | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Interstate MAX Light Rail ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ N. Going/Greeley Interchange Study ▪ ICURA Transportation Strategy | <ul style="list-style-type: none"> ▪ Light rail was designed to accommodate truck access and critical turning movements. ▪ Streetscape improvements have also been designed to accommodate trucks, with particular emphasis on maintaining the "high and wide" route on Denver Avenue while at the same time narrowing the street width and accommodating wider sidewalks. ▪ Heavy truck traffic on Interstate Avenue through the Overlook neighborhood remains a problem. PDOT and PDC have investigated solutions through the N Going/Greeley Interchange Study. Unfortunately, effective solutions for this problem are not easy to develop. PDOT is continuing to work with PDC on this issue but has not been able to identify a recommended improvement. |
| <p>9. Transportation Strategy: Prepare a transportation strategy to guide funding decisions in accordance with the goals and objectives of the Plan, and to coordinate these decisions with the housing, economic development, and revitalization strategies of the Plan.</p> | | X | <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ ICURA Transportation Strategy | <ul style="list-style-type: none"> ▪ The strategy was completed; the team is in the process of updating it. ▪ Investments have been well coordinated with Housing, Revitalization, and Economic Development principles. ▪ Transportation has received the largest percentage of TIF funding to date. |

| Parks and Open Space Principles | Below Target | On Target | Projects, Programs and Studies Supporting Principle | PDC Staff Comments |
|---|--------------|-----------|--|--|
| <p>1. Existing Assets: Protect, maintain, and improve existing parks, school grounds, facilities and open space assets within the corridor.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Patton Park Renovation ▪ Beach Community Garden ▪ N. Albina Triangle ▪ Trenton Park Play Area Improvements ▪ Unthank Park Improvements ▪ Wading Pool to Waterplay Feature (Kenton) ▪ Wading Pool to Waterplay Feature (Columbia) ▪ Wading Pool to Waterplay Feature (Peninsula) <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor URA: Parks, Trails and Open Space Access Needs Assessment, July 2003 ▪ ICURA Parks Strategy Update ▪ Dawson Park Master Plan ▪ Unthank Park Improvement Plan | <ul style="list-style-type: none"> ▪ PDC has made numerous parks investments (see box to left) to protect, maintain and improve existing assets. ▪ The largest park investment to date has been the renovation of Patton Park, which complements other PDC investments in Patton Park Apts, the Killingsworth Station Development, Interstate Firehouse Cultural Center, Trillium School, light rail, and Killingsworth Streetscape improvements. ▪ Smaller scale improvements have had a big impact, particularly the renovation of N Albina Triangle and improvements to Trenton play area and new waterplay features at Kenton, Columbia and Peninsula parks. ▪ Supporting existing assets is probably the strongest area of success for parks and open spaces. |
| <p>2. Linkages: Enhance, extend, and create pedestrian and bicycle linkages between area residents, jobs, and light rail, and parks and open spaces, including places such as the Columbia Slough, North Portland Harbor, and the Willamette River at Swan Island.</p> | X | | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Bridgeton Trail <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor URA: Parks, Trails and Open Space Access Needs Assessment, July 2003 ▪ ICURA Parks Strategy Update | <ul style="list-style-type: none"> ▪ As mentioned above regarding Transportation principles, PDC's investments in the Killingsworth, Russell and Denver Avenue streetscape projects are enhancing pedestrian and bicycle linkages between area residents, jobs, light rail and parks and open spaces. ▪ The only parks and open space related project that addresses linkages to the URA's significant water resources is the work to complete the Bridgeton Trail Concept Plan. ▪ Work to acquire property for the Bridgeton Trail is underway in cooperation with Metro and the Parks Bureau. ▪ Design and Engineering for the Bridgeton Trail project are planned to begin in FY 2009-10 |
| <p>3. New Development: Incorporate suitable, high quality parks and open spaces within or near large-scale new development.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Patton Park Renovation ▪ N. Albina Triangle ▪ McCoy Park (Parks Bureau) <p><u>Potential Projects for Future</u></p> <ul style="list-style-type: none"> ▪ Kenton School Fields Concept Plan (Pending Project) ▪ Humboldt Park Acquisition (pending) <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor URA: Parks, Trails and Open Space Access Needs Assessment, July 2003 ▪ ICURA Parks Strategy Update | <ul style="list-style-type: none"> ▪ While little large-scale new development has occurred in the URA, two projects help toward the achievement of this principle: <ul style="list-style-type: none"> ○ The Patton Park Renovation complements investments by PDC in the Patton Park Apartments and the Killingsworth Station Development projects. These are two of the larger-scale developments in the Interstate Corridor. ○ Portland Parks & Recreation constructed McCoy Park in New Columbia, joining PDC's street infrastructure investment and making the development a successful inter-agency collaboration. ▪ There has been the recognition that additional URA parks and open space will need to be created to balance out future large-scale development and density. Therefore, the Interstate URA Parks Strategy has identified two areas that are Parks deficient: <ul style="list-style-type: none"> ○ Near the intersection of Interstate and Lombard in Kenton - PDC, in cooperation with the Parks Bureau, TriMet, the Portland Public Schools, the Planning Bureau and the community will be looking at Kenton School fields to utilize a portion or this site as an opportunity to create more open space. ○ And the Humboldt neighborhood - PDC, in cooperation with Parks Bureau, is also exploring opportunities in the Humboldt neighborhood, particularly with the Portland Public Schools. |

| Parks and Open Space Principles | Below Target | On Target | Projects, Programs and Studies Supporting Principle | PDC Staff Comments |
|--|--------------|-----------|---|--|
| <p>4. Community Needs: Meet the recreational and open space needs of the community.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Beach Community Garden ▪ Bridgeton Trail ▪ N. Albina Triangle ▪ Patton Park Renovation ▪ Trenton Park Play Area Improvements ▪ Unthank Park Improvements ▪ Wading Pool to Waterplay Feature (Kenton) ▪ Wading Pool to Waterplay Feature (Columbia) ▪ Wading Pool to Waterplay Feature (Peninsula) <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor URA: Parks, Trails and Open Space Access Needs Assessment, July 2003 ▪ ICURA Parks Strategy Update ▪ Dawson Park Master Plan ▪ Unthank Park Improvement Plan | <ul style="list-style-type: none"> ▪ PDC has made numerous parks investments (see box to left) that meet the recreational and open space needs of the community. ▪ Comments under Parks Principle 1 apply to this Principle as well. ▪ As noted under Parks Principle 3, PDC is looking at acquiring additional park and open space to meet future community needs. |
| <p>5. Preserve and Enhance Natural Areas: Preserve and enhance natural areas, such as the Columbia Slough, Bridgeton Slough and the Willamette riverbanks and greenway.</p> | X | | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Bridgeton Trail Concept Plan <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor URA: Parks, Trails and Open Space Access Needs Assessment, July 2003 ▪ ICURA Parks Strategy Update | <ul style="list-style-type: none"> ▪ PDC has made little investment in preserving and enhancing natural areas. The emphasis in spending to date has been to direct resources to maintaining and improving existing parks. ▪ The Bridgeton Trail project may be able to help achieve this principle if regulatory approvals and funding allow the construction of a more naturalized trail on the north side of the levee. ▪ Multnomah County Drainage District and Portland Bureau of Environmental Services have led efforts to achieve this principle. |
| <p>6. Pocket Parks: Acquire vacant/abandoned sites for pocket parks, especially in areas that are under-served in terms of open space.</p> | | X | <p><u>Projects</u></p> <ul style="list-style-type: none"> ▪ Beach Community Garden ▪ N Albina Triangle <p><u>Policy Documents/Studies</u></p> <ul style="list-style-type: none"> ▪ Interstate Corridor URA: Parks, Trails and Open Space Access Needs Assessment, July 2003 ▪ ICURA Parks Strategy Update | <ul style="list-style-type: none"> ▪ PDC has made investments in two pocket parks (see box to left). ▪ In implementing these two pocket park improvements PDC, has found that the Parks Bureau does not support maintenance of such spaces, making maintenance agreements with surrounding areas important and raising questions about the ability to preserve the public investment. ▪ As mentioned in comments for Parks Principle 3, the Parks Subcommittee and Parks Bureau have identified two parks deficient areas (Kenton and Humboldt) and are working towards acquisition of land for parks purposes. ▪ Note: The Water Bureau is upgrading one or more of its sites in the URA into “hydroparks” which will also serve as pocket parks. |

2008 ICURAC Retreat: ICURA Principles Assessment

| Housing Principles | Below Target | On Target | Projects/Programs Supporting Principle | PDC Staff Comments |
|--|--------------|-----------|--|---|
| 1. Displacement: Develop and implement programs that address potential displacement of current residents (renters <i>and</i> homeowners), including non-citizens, so that they may remain in their homes and neighborhoods. | X | | <u>Projects</u> <ul style="list-style-type: none"> ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Cambridge Court Apartment renovation ▪ HAP Scattered Sites Homes ▪ New Columbia Infrastructure Programs ▪ Interstate Home Repair | <ul style="list-style-type: none"> ▪ PDC's primary efforts to address displacement have been through the Home Repair Program and through the development and renovation of affordable units. ▪ The ICURAC has strongly recommended that PDC create a Home Retention Program to identify and provide financial counseling to homeowners in jeopardy of losing their homes due to factors such as predatory lending, unpaid taxes, title issues, and general financial planning. PDC has identified \$50,000 in non-TIF resources to fund such a program, but has not yet implemented a program. Limited by state law and use of TIF for program based initiative. ▪ PDC informally tracks private development to assess its potential displacing impacts. Full impact of new development is difficult to measure without a baseline and clear City policy. ▪ Note that the New Columbia and HAP Scattered Sites projects had a displacing effect within the URA because not all of the low income rental housing was replaced on site, but rather was dispersed city-wide. |
| 2. Home Ownership: Increase equity-building ownership opportunities (including a variety of housing options, e.g. condominiums and lofts), especially for existing renters, through programs such as shared appreciation mortgages, community land trust, down payment assistance, as well as more conventional financing methods. Educate existing residents about these programs with a thorough outreach program. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Killingsworth Station Development ▪ New Homeownership Development ▪ New Columbia Infrastructure Programs ▪ HAP Scattered Site Homes ▪ Homebuyer Assistance | <ul style="list-style-type: none"> ▪ First-time homeownership has flourished in the URA. As a result of the Neighborhood Housing Program, 17 families have received homebuyer assistance, with another 585 obtaining indirect homebuyer assistance through fee waivers (238 of which were first-time homebuyers). ▪ PDC has committed approximately \$1.8 million in development of new family-sized units (28 units so far) and plans to focus on the creation of family-size units going forward. ▪ PDC is investing in the purchase and rehabilitation of 9 HAP single-family homes. All 9 will be sold to income-qualifying, first-time homebuyers. ▪ Through Operation Home, PDC has been working on closing the homeownership gap to people of color and stepping up outreach (to name just a few events, the Latino Homebuying Fair, African American Homebuying Fair, Asian and Pacific Islander Homebuying Fair, Hacienda Fair, and partnering with Hacienda Community Development to offer classes on homeownership). ▪ Overall, the URA mirrors the city as far as renters/home owners/owner-occupied. |
| 3. Compatible Infill: Assure that infill housing is compatible with established neighborhood in terms of scale, density, design, and range of affordability, through design standards and design review. Encourage rigorous community outreach to residents of affected areas prior to making zone changes that might result in significantly increased density, particularly in the portions of neighborhoods between I-5 and Interstate Avenue. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ New Homeownership Development ▪ Killingsworth Station Development ▪ Patton Park Apartments ▪ Shaver Green Apartments <u>Policy Documents/Studies</u> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project ▪ Humboldt Infill Housing Strategy | <ul style="list-style-type: none"> ▪ This policy is primarily carried out through the City's Comprehensive Plan, Zoning Code and development review process. The zoning for property in the URA requires that all projects, except for single family and duplexes, go through the City's Design Review process. The zoning reflects historic preservation with an emphasis on density near transit. ▪ PDC has funded three major new developments in the URA: Killingsworth Station Development, Patton Park Apartments and the Shaver Green Apartments. All three went through the City's Design Review process and input by PDC's in-house construction coordinators. ▪ The Interstate Corridor Zoning Study, a joint effort of the Planning Bureau and PDC, included extensive public outreach. The North Interstate Corridor Plan requires design review for all projects except single family and duplexes. |
| 4. Seniors/Single Parents/Disabled: Facilitate the retention/creation of affordable housing opportunities for seniors, single-parent households, the low income and working poor, and those with disabilities. Where appropriate, incorporate accessibility design principles. | X | | <u>Projects</u> <ul style="list-style-type: none"> ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments | <ul style="list-style-type: none"> ▪ Shaver Green and Patton Park projects cater to single parents and low income households. They meet the Americans with Disabilities Act requirements and are senior and disabled accessible. ▪ PDC has not created housing specifically for seniors, although many home repair loans go to seniors. ▪ As mentioned previously, the Homeowner Retention Program, which could help seniors hasn't ramped up yet. |

2008 ICURAC Retreat: ICURA Principles Assessment

| Housing Principles | Below Target | On Target | Projects/Programs Supporting Principle | PDC Staff Comments |
|--|--------------|-----------|---|---|
| 5. Housing Balance: Provide a mix of housing opportunities consistent with the range of choices that existed within the Urban Renewal Area in the Year 2000. Encourage a mix of incomes among projects to reduce the concentration of any particular income level in any particular neighborhood. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Killingsworth Station Development ▪ New Homeownership Development ▪ HAP Scattered Site Homes ▪ New Columbia Infrastructure <u>Programs</u> <ul style="list-style-type: none"> ▪ Homebuyer Assistance ▪ Home Repair | <ul style="list-style-type: none"> ▪ Balance has been achieved through the market as well as PDC and City policy of rental and homeownership initiatives for single family, apartments, and condominiums. ▪ The New Columbia project provided a good mix of incomes and opportunities for rental and homeownership. ▪ PDC hasn't concentrated housing programs in any particular neighborhood. ▪ The housing set-aside policy now addresses the ownership/rental/affordability mix as desired in the original plan. ▪ PDC offers a range of homeownership options and programs, not just rental opportunities. ▪ Additionally, the price of a detached home for a single family in Interstate is lower in price when compared to the city as a whole. |
| 6. Preservation: Preserve and rehabilitate the existing housing stock to maintain its affordability through the use of different financing tools and technical assistance. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Cambridge Court Apartments ▪ HAP Scattered Site Homes ▪ PCLT Homes Owner-Initiated Purchase <u>Programs</u> <ul style="list-style-type: none"> ▪ Home Repair ▪ Historic Home Painting ▪ Homebuyer Assistance | <ul style="list-style-type: none"> ▪ Cambridge Court is preserving 20 units of affordable rental housing for the long term. ▪ Additionally, home repair loans, PCLT home-buyer grants that benefit existing homes, and historic home painting all promote preservation. |
| 7. Housing for Workers: Provide ample housing opportunities for people who work in the area (current and future employees). | X | | <u>Projects</u> <ul style="list-style-type: none"> ▪ New Columbia Infrastructure ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Killingsworth Station Development ▪ HAP Scattered Sites Homes <u>Programs</u> <ul style="list-style-type: none"> ▪ Homebuyer Assistance | <ul style="list-style-type: none"> ▪ PDC projects haven't been specifically tied to employee housing, but the Housing Department is working on a new policy for development of workforce housing. Presently, no PDC projects address 100% MFI or above. The Board would like to see more done to keep workers from leaving the neighborhood for more cost-reasonable neighborhoods. ▪ PDC is working with Swan Island TMA to connect Swan Island employers and employees with realtors/neighborhood market to address 80-100% MFI and to leverage more private resources. |
| 8. Design Review: Encourage developers to seek neighborhood/community feedback on the design of new residential projects; require this feedback in the case of urban renewal-funded projects. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Killingsworth Station Development <u>Policy Documents/Studies</u> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project | <ul style="list-style-type: none"> ▪ As previously mentioned, the zoning for property in the URA requires that all projects, except for single family and duplexes, go through the City's Design Review process which includes notification of neighborhood associations and opportunities to comment. When PDC meets with developers staff encourage early input by neighborhood associations. Most developers know to do this or learn painful lessons from not doing so. ▪ PDC's projects in the URA including: Killingsworth Station Development, Patton Park Apartments, and Shaver Green Apartments went through/are going through design review. ▪ North Interstate Corridor Plan requires design review for all new development. Infill and courtyard housing initiatives encourage new designs for housing. |
| 9. Support Services: Support efforts to assure that necessary services are available to support current and new residents: schools, transit, grocery and other retail, social services, childcare (especially for high density housing), parks and open spaces, etc. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Cambridge Court Apartments ▪ Killingsworth Station Development ▪ Parks and Transportation Investments <u>Programs</u> <ul style="list-style-type: none"> ▪ Business Finance Tools ▪ Storefront Grants ▪ DOS Grants ▪ Community Livability Grants | <ul style="list-style-type: none"> ▪ PDC has supported many efforts to assure that necessary services are available to support current and new residents including: <ul style="list-style-type: none"> ▪ Funding new and renovated parks ▪ Funding light rail transit ▪ Providing business finance loans, Storefront Improvement grants and DOS grants on commercial corridors ▪ Encouraging siting of key services such as grocery stores (New Seasons, Fred Meyer) in the URA ▪ Community livability grants to non-profits ▪ Development of permanent supportive housing units in projects such as Mira Flores and Shaver Green Apartments. |

2008 ICURAC Retreat: ICURA Principles Assessment

| Housing Principles | Below Target | On Target | Projects/Programs Supporting Principle | PDC Staff Comments |
|--|--------------|-----------|---|---|
| 10. Income Diversity: Assure that an adequate supply of housing is available to people of all income levels throughout the district. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ New Columbia Infrastructure ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Killingsworth Station Development ▪ Buka's Place ▪ Fenwick Apartments ▪ HAP Scattered Site Homes ▪ New Homeownership Development <u>Programs</u> <ul style="list-style-type: none"> ▪ Homebuyer Assistance ▪ Interstate Home Repair | <ul style="list-style-type: none"> • "Assuring" income diversity is a high standard. PDC has supported multiple projects and programs geared towards addressing this principle (see box to left). PDC's emphasis has been on preserving and creating opportunities for low/lower income rental and homeownership opportunities. |
| 11. Transit Supportive Housing: Support mixed-use, mixed-income housing projects along major transit corridors including Interstate Avenue. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Killingsworth Station Development ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Fenwick Apartments <u>Programs</u> <ul style="list-style-type: none"> ▪ Development Opportunity Services Program <u>Policy Documents/Studies</u> <ul style="list-style-type: none"> ▪ Interstate Corridor Rezoning Project | <ul style="list-style-type: none"> ▪ Killingsworth Station, Patton Park, and Shaver Green are new developments on transit corridors. Projects utilizing the DOS program support this area as well. ▪ PDC has learned through the Killingsworth Station project that investment in transit supportive housing is expensive and difficult to do. There may also be a conflict in the desired location for family-sized housing on a busy transit corridor. ▪ One area for improvement includes increasing family-sized housing in transit corridors. |
| 12. Housing Strategy: Prepare and implement a comprehensive Interstate Corridor Housing Strategy to guide future funding decisions within the URA in accordance with the principles enumerated herein. The Strategy will assess the housing needs and availability for populations at risk of displacement, as well as identify existing programs and develop new programs to address the issue of residential gentrification and involuntary displacement, affordability, increased ownership opportunities, etc. The development and ongoing monitoring of this Strategy will involve extensive involvement of residents of all types – renters, owners, long-term and more recent residents, upper income, middle income, lower income, etc. | | X | | <ul style="list-style-type: none"> • The Housing Strategy has been completed. • Development and monitoring of the Housing Strategy has primarily been done through updates of the ICURAC. • PDC staff is supportive of having the Housing Subcommittee meet on a regular basis to more thoroughly monitor the plan implementation and provide recommendations. |

| Community Facilities/Public Buildings/Infrastructure Principles | Below Target | On Target | Projects Supporting Principle | Comments |
|--|--------------|-----------|---|---|
| 1. Existing and Future Facilities: Maintain, enhance and connect existing and future community services and facilities to meet the needs of current and future residents. | | X | <ul style="list-style-type: none"> Community Livability Grants | <ul style="list-style-type: none"> PDC instituted the Community Livability Grant Program in FY 2006-07. It has been in existence for three years. Projects receiving grants are listed in the table below. All of the projects awarded meet this principle. |
| 2. Location Coordination: Coordinate the location and operation of community facilities with transportation and housing investments. | | X | <ul style="list-style-type: none"> Patton Park Apartments (retail space) Lifeworks (drug and alcohol treatment) Bradley Angle House (domestic violence prevention and treatment) | <ul style="list-style-type: none"> PDC works on a case by case basis to encourage location and operation of community facilities with transportation and housing investments (i.e. new daycare facilities, Lifeworks, Bradley Angle House are all exploring options on key transportation corridors and/or in key developments such as Patton Park Apts) |
| 3. Intergenerational: Create new intergenerational community facilities, i.e. targeting youth, seniors, childcare, the disabled, etc. | | X | <ul style="list-style-type: none"> Community Livability Grants | <ul style="list-style-type: none"> PDC's grant to June Key Delta Community Center will help with the creation of new intergenerational community centers serving seniors, and youth. Grants have gone to alternative schools, music programs, and child care centers. The NxNE grant was for wheelchair accessibility to the clinic. |
| 4. Accessibility: Provide facilities that are accessible and affordable to residents and employees and which enhance employment opportunities. | | X | <ul style="list-style-type: none"> Community Livability Grants | <ul style="list-style-type: none"> Most of the Community Livability Grants meet the objective of providing facilities that are accessible and affordable to residents and employees. Applications for grants have not been received from organizations that enhance employment opportunities. |
| 5. Multiple Benefits: Design and operate current and future infrastructure to balance and integrate social, economic, and natural resource benefits. | | X | <ul style="list-style-type: none"> Community Livability Grants <p><u>Other Infrastructure Projects:</u></p> <ul style="list-style-type: none"> Bridgeton Trail N. Albina Triangle Patton Park Renovation Trenton Park Play Area Improvements Unthank Park Improvements Wading Pool to Waterplay Feature (Kenton) Wading Pool to Waterplay Feature (Columbia) Wading Pool to Waterplay Feature (Peninsula) Killingsworth Streetscape Russell Streetscape Denver Avenue Streetscape | <ul style="list-style-type: none"> Most of the Community Livability Grants meet this principle. All of PDC's infrastructure investments are designed to balance and integrate social, economic, and natural resource benefits (see box to left for specific projects). |

Community Livability Grant Awards:

| Fiscal Year 2006-07 Projects | Fiscal Year 2007-08 Projects | Fiscal Year 2008-09 Projects |
|--|---|---|
| <ul style="list-style-type: none"> Ethos Music Center: exterior brick cleaning Humboldt PTA: playground trees, benches for Humboldt Elem. Kenton Firehouse: acoustic ceiling, security door NxNE Health Center: ADA ramp | <ul style="list-style-type: none"> Albina Youth Opportunity School: new roof Kenton Firehouse: stormwater treatment, sustainable landscaping Celebration Tabernacle: electrical work in café Trillium Charter School: reclaimed wood floor in all-purpose room Open Meadows Alternative School: new roof, gutters Interstate Firehouse Cultural Center: acoustical doors, windows June Key Delta Community Center: sustainable addition to community center Peninsula Children's Center: new heating system, window treatments for insulation | <ul style="list-style-type: none"> Kenton Firehouse: solar power project Ethos Music Center: exterior renovations Trillium School: community kitchen Disjecta Interdisciplinary Art Center: interior/exterior renovations Polish Library Building: exterior renovations Liberty Hall: exterior renovations C.H.I.L.D. Inc.: kitchen upgrade |

2008 ICURAC Retreat: ICURA Principles Assessment

| Urban Form/Urban Design/Historic Preservation Principles | Below Target | On Target | Projects Supporting Principle | Comments |
|---|--------------|-----------|---|--|
| 1. Target Street Improvements: Target streetscape improvements to complement light rail and to leverage appropriate private investment. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape | PDC has three streetscapes in various stages of design and engineering, and construction. The streetscape improvements are adjacent to the Kenton, Killingsworth and Albina light rail stations and designed, in part, to spur additional private development. |
| 2. Development Quality: Promote high quality development that recognizes and builds on the existing architectural character and assets of the area and that uses high-quality, long-lasting materials that complement existing adjacent buildings. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ New Columbia Infrastructure ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Killingsworth Station Development <u>Programs</u> <ul style="list-style-type: none"> ▪ Storefront Grants ▪ Development Opportunity Services Program | PDC promotes this principle in the development its own projects (i.e. Killingsworth Station Development), projects that it helps to fund (i.e. Patton park Apartments, Shaver Green Apartments), and through the Storefront Improvement and DOS grant programs. |
| 3. Historic Preservation: Make preservation and maintenance of identified historically and/or culturally significant buildings, landscapes, and objects of high priority of urban renewal activities. Place an emphasis on resources that are reflective of the area's social and cultural history. | X | | <u>Projects</u> <ul style="list-style-type: none"> ▪ Dawson Park Gazebo Renovation ▪ Historic Home Painting <u>Programs</u> <ul style="list-style-type: none"> ▪ Storefront Grants ▪ Community Livability Grants | <ul style="list-style-type: none"> ▪ PDC has developed two projects (Dawson Park Gazebo Renovation and the Historic Home Painting Program) whose primary purpose was to preserve and maintain historically or culturally significant structures. ▪ Many of PDC's Storefront Grants, DOS Grants and Community Livability Grants are on buildings that are historically or culturally significant structures. |
| 4. Design Review: On urban renewal-funded projects, utilize a design review process, with community input, to assure that major new development is compatible with the existing character of the area. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Killingsworth Station Development ▪ Buka's Place ▪ Fenwick Apartments ▪ Cambridge Court Apartments <u>Programs</u> <ul style="list-style-type: none"> ▪ Storefront Grants ▪ Community Livability Grants | <ul style="list-style-type: none"> ▪ Like some other principles in the URA Plan, this principle is primarily carried out through the City's Zoning Code and development review process. Development, other than single family and duplexes, is required to go through the design review process which addresses compatibility with adjoining neighborhoods. Historic design review is required within conservation or historic districts for significant renovations to structures or construction of new buildings. |
| 5. Heritage: Recognize, honor, and preserve buildings, sites, and other features associated with the diverse cultural and social heritage of the area, particularly that of the African-American community. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Dawson Park Gazebo Renovation ▪ Historic Home Painting <u>Programs</u> <ul style="list-style-type: none"> ▪ Community Livability Grants | <ul style="list-style-type: none"> ▪ See comments for Principle 3. ▪ The renovation of the Dawson Park Gazebo was particularly of significance to the African-American community. |
| 6. Arts and Parks: Encourage development near light rail to incorporate public art and pocket parks. Where possible and appropriate, join TriMet in investing in public art and green spaces and encourage private investment as well. Public art should reflect the history of the area and should utilize local artists. | | X | <u>Projects</u> <ul style="list-style-type: none"> ▪ Interstate MAX Station Public Art ▪ Killingsworth Streetscape ▪ Denver Avenue Streetscape ▪ N. Albina Triangle | <u>Art:</u> <ul style="list-style-type: none"> ▪ The Interstate MAX light rail project included significant public art installations at each station. ▪ PDC participates in the 2% for Art program and has been working with the Regional Arts & Culture Council (RACC), local artists and the community to create and find locations for public art in the Denver and Killingsworth streetscapes. ▪ The N. Albina Triangle pocket park features a long bench made of tiles crafted by local residents. <u>Parks</u> <ul style="list-style-type: none"> ▪ Please see Parks Principle comments. |

| Urban Form/Urban Design/Historic Preservation Principles | Below Target | On Target | Projects Supporting Principle | Comments |
|---|--------------|-----------|--|--|
| <p>7. Sustainable Development: Promote and encourage resource and energy efficient design in accordance with the City's Green Building policy and standards.</p> | | X | <p><u>Development Projects</u></p> <ul style="list-style-type: none"> ▪ Patton Park Apartments (Crown Motel) ▪ Shaver Green Apartments ▪ Killingsworth Station Development ▪ Buka's Place ▪ Fenwick Apartments ▪ Cambridge Court Apartments <p><u>Infrastructure Projects:</u></p> <ul style="list-style-type: none"> ▪ Killingsworth Streetscape ▪ Russell Streetscape ▪ Denver Avenue Streetscape ▪ N Albina Triangle ▪ New Columbia Infrastructure ▪ Patton Park Renovation ▪ Conversion of wading pools to spray pads | <ul style="list-style-type: none"> ▪ All the development projects to the left complied with this Principle. ▪ The infrastructure projects to the left complied with city sustainability policies such as stormwater treatment and water usage reduction. Some projects, such as the N. Albina Triangle, were specifically designed for stormwater treatment. |