

Burnside Bridgehead Citizen Advisory Committee Meeting

Tuesday, July 11, 2006
Meeting Notes

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**CAC Participants in Attendance:** Jim Andrews (Vice Chair), Brian Bennett (Opus NW), Norm Chusid, Frank Dufay, Tim Holmes (Chair), Bruce Murray, Michael Whitmore, Chuck Willis, Bruce Wood (Opus NW).

**Other PDC and Development Team Members in Attendance:** Bruce Allen (PDC), Lois Cohen (Zetlin Strategic Communication), Jim Brown (Opus NW architect), Trang Lam (PDC).

**Members of the Public in Attendance:** Preston Greene (PDC), John Murphy (PDC), Lee Perlman (freelance writer), Rebecca Uherbelau (PDC).

Oregon Urban Leadership Program students: Peter Shulman, Ben Dair, Lissa Murray, Maddie Miller, Nicholas Bellers, Doug Piper, Ana Berry.

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Key:

"Q" = a CAC member question

"A" = an answer contributed by the presenter(s) of the agenda segment, unless otherwise noted

"C" = a CAC member comment, unless otherwise noted

(Public comments are noted in a separate section)

GENERAL PUBLIC COMMENT PERIOD

None

ADMINISTRATION

Introductions

All members at the table introduced themselves.

PROJECT UPDATES

Bruce Allen gave the following updates on behalf of PDC:

- **Central Eastside Urban Renewal Area (CES URA) Extension:** On June 14, 2006, the City Council approved a \$51 million, 12-year CES URA extension with a 3 to 2 vote. (Mayor Potter and Commissioner Saltzman voting against). The second hearing will be on July 13, 2006 and will not include public testimony. Commissioner Adams would like to have a work session to review the CES URA budget. This work session is scheduled for October 2006.
- **Zone Change:** A Zone Change application was submitted two months ago to the City of Portland, and is currently under review. The Zone Change application will change a majority of the BBH project site from IG1 (General Industrial) to Exd (General Employment with design overlay), which is consistent with the City's Comprehensive Plan. Tim Holmes (Chair) asked members to review the CAC letter of support for the Zone Change.
- **Burnside-Couch (B-C) Couplet:** The Portland Office of Transportation (PDOT) has started preliminary engineering on the B-C Couplet. Chris Armes is the PDOT engineering manager. Construction of B-C Couplet is expected to begin in the Fall of 2008.
 - We have been working on a funding strategy for the B-C Couplet and have identified additional funding sources, as noted below:
 - i. \$500,000 – Blumenauer Congressional Earmark
 - ii. \$250,000 – ODOT Immediate Opportunity Fund
 - iii. Local Improvement District, with emphasis on BBH and 7-Up projects
 - iv. CES URA Extension budget
- **Convention Plaza:** Convention Plaza was acquired by PDC in May 2006. Tenant relocation will be completed by December 2007. The PDC property management team is working with tenants individually on the following items:
 - Lease renegotiation: Some leases extend beyond the intended vacation date, and one lease extends 5 years beyond this date.

- Relocation: A relocation package will be prepared for each tenant. PDC expects tenant management and relocation to be a smooth process without any foreseeable issues..

Brian Bennet provided a project update on behalf of the development team:

Opus NW is working with Mulvanny G2 back on design of the BBH project.

ARCHITECTURAL UPDATE

Project architect Gary Larson presented a computerized schematic of the project. Highlights of the presentation include:

- Proposed schematic design:
 - Two residential towers (shown in yellow) – one at northwest corner, and the other at southeast corner of the BBH site.
 - Retail (shown in red) throughout the first plaza level.
 - Affordable housing (shown in orange) is located at the center of the site, showcasing the building as a part of the streetscape on MLK Blvd.
 - Two levels of flex office space (shown in blue) will be placed on the west face of the site. Placement of the office space on the west face will create a connection between downtown and the eastside. Each level will be set back to allow for outdoor space. The outdoor area will give the project a dynamic evening space.
 - Above-grade parking (shown in purple) will be developed below the southeast residential tower. Underground parking will be developed in other areas of the site.
 - There will be two parking access points from Davis Street, two from Couch Street, one from Burnside Street, and two from Third Avenue (which will also be public parking).

Q: Why is the office space located at the lower two levels and will there be an elevator to access the first and second floor outdoor space?

A: The office space is located at the lower levels of the building to create interaction with pedestrian traffic. Access to the second level of outdoor space will be provided by an elevator or stairs.

Q: Is there protection from floods?

A: Due to the infrequency of this occurrence, water pumps would be used for flood protection instead of a retaining wall. We have not yet addressed this aspect of the design.

Q: The fifth block north of the BBH site is industrially zoned. We must keep in mind the possibility of future industrial use on this block and think about its compatibility with the BBH project.

A: Yes, this is why we placed the loading area and access on this side of the BBH project.

Q: Could we include a roof garden with a restaurant on the lower residential tower, at the west side of the site?

A: Our goal is to achieve LEED Silver. Portland is the leader in the nation for LEED certified projects. A good way to achieve LEED would be to have a rooftop garden.

C: (Bruce Wood) How many people on the CAC have been through a LEED project? (2-3 people responded.) Achieving LEED certification is not an easy process.

C: (Gary Larson) We will consider a lot of different ideas for the retail space.

Q: I would like to relay a concern from the Buckman Neighborhood Association. There is a concern as to why we are placing an above-ground parking garage at the most prominent corner (Burnside and MLK) of the site?

A: (Bruce Allen) There has been a great evolution of above-ground parking structures; the Gregory and the Elizabeth are two successful projects. The Design Review Commission has a good idea of how to make above-ground parking successful, aesthetically and for the pedestrian environment.

Q: What is the ratio of housing versus office versus retail? It looks like a lot of housing.

A: The amount of housing has decreased in terms of square footage – about 527 units, including affordable units, has decreased to just over 300 units. Retail square footage has increased and office square footage has decreased.

Q: Have office use needs gone up?

A: (Bruce Wood) No, still as dubious as it was before.

- C: (Brian Bennett) Larger users usually have a harder time finding a space, so this might be more attractive for them.
- Q: Can you increase office or affordable housing if there is more demand for it?
- A: If we increase the office space or affordable housing, it would diminish the value of the other housing towers.
- C: The plaza looks smaller.
- A: This is still a general foot print. I am an advocate of pedestrian-friendly projects.
- Q: How is freight mobility through the project?
- A: There will be no on-street parking for the portion of the B-C Couplet that extends through the Bridgehead project.
- C: Why not switch the office and housing locations?
- C: Housing makes money, so why not enlarge the area of housing above the (above-ground) parking?
- A: Architecturally, we will not be able to enlarge the footprint of the housing towers. Each unit can only be a certain depth. This allows the units to receive natural light. The same reasoning would be for the affordable housing.
- C: How do pedestrians avoid bad weather when walking between buildings? Have you considered second story walkways? Will there be special treatment of the plaza that will make a statement and draw people to the site, such as Millennium Park?
- A: Input like yours will help evolve this project. We must capture the character of the CES URA.
- Q: How is the parking ventilated?
- A: The parking is ventilated mechanically.
- Q: There is a concern with the pedestrian crossing at the Burnside face of the project.
- A: We will work with PDOT, and we might remove the left hand turn.
- C: (Bruce Wood) Housing has decreased 25%, office has increased by 25,000 sq. ft., and the amount of retail has stayed about the same (and will only be on the ground level).
- C: (Gary Larson) All buildings will be developed off of right-of-way.
- Q: What's next (directed toward developer)?
- A: (Brian Bennett) We will be working on our development program and costs, and will share that with PDC.
- Q: Can we get a hand out of the 3-D schematic layout of the development? We would like to share it with other groups.
- A: Yes, we can provide that. Please remember to identify to others that this project is "in process".
- Q: How about Beam?
- A: (Brian Bennett & Bruce Wood) We are still talking to Beam, but no role has yet been identified.
- Q: How is the foundation issue?
- A: (Brian Bennett) BES moved the big pipe a little, which helps reduce structural concerns.
- Q: I have concerns about affordable housing. The 65th and Glisan site is not doing very well.
- A: We will have to look closely at all management issues when putting our agreements together with the non-profit housing developer.
- C: (Bruce Allen) Affordable housing in the Pearl District has been successful. People can't even tell what is affordable and what is not, and they appreciate the diversity.
- Q: Transient issue, will it shift?
- A: (Chuck) There is rarely any homeless under the bridge. They will probably have to shift.
- Q: There seems to be a lack of families. What kind of affordable housing will be developed?
- A: (Bruce Wood) This depends on our work with other groups. It is hard to get families due to the affordability of the units.
- A: (Bruce Allen) A bigger issue than price may be architectural. Three bedroom units need 4 windows, which would make other units on the same level a lot smaller.
- Q: Grocery prospect?
- A: (Brian Bennett) We have spoken to one broker, but retailers choose us, not the other way around.

NEXT STEPS

Tim Holmes reviewed the next steps.

- Zone Change: hearing July 26, 2006 at 3:00PM
- Central Eastside Urban Renewal Area (CES URA) Extension: City Council Hearing July 13, 2006 at 2:00PM
- Central Eastside Urban Renewal Area PDC Budget Process.
- Disposition and Development Agreement between PDC and Opus NW. Will draft by the end of this year.
- Streetcar: (Tim Holmes) The Streetcar project could stop at Oregon Street, which would not require CES URA TIF dollars. Or, the Streetcar project could extend through the CES URA and stop at Morrison Street. Bruce Allen indicated that the Streetcar project will require significant TIF dollars, but the committee also needs to find additional TIF for the B-C Couplet project.

The BBH CAC Zone Change Support letter was unanimously approved by all members.

NEXT MEETING

The next meeting will be held on August 8, 2006.

The meeting adjourned at 5:00 P.M.

Respectfully submitted by Trang Lam.

Materials distributed at this meeting: - Copies of the BBH CAC Zone Change Support letter draft, Summer 2006 Central Eastside Reporter and Burnside Bridgehead Update insert.