

# CENTRAL EASTSIDE



## Central Eastside Urban Renewal Advisory Committee (URAC)

**March 8, 2010**

**4:00-6:00 p.m.**

**Goodwill Industries**

**1943 SE 6<sup>th</sup> Ave**

### Draft Meeting Summary

**URAC members present:** Susan Lindsay, Buckman Community Association; David Lorati, Central Eastside Industrial Council; Rick Michaelson, Member at-Large; Linda Nettekoven Hosford Abernethy Neighborhood Alternate; Susan Pearce, Hosford Abernethy Neighborhood; Jeff Reaves, Member at-Large; Steve Russell, Kerns Neighborhood Association Alternate; Peter Stark, Central Eastside Industrial Council; Dardinelle Troen, Member at-Large; Michael Whitmore, Kerns Neighborhood Association

**Guests:** Lee Perlman, freelance writer; Ned Vaivoda, Eva Architecture; Jim Corcoran, Aging Artfully Initiative; Greg Harpel, PSU; Mary Ann Schwab, Sunnyside Neighborhood Association

**Tri-Met Staff:** DeeAnn Sandberg; Dave Unsworth; Sean Batty

**PBOT Staff:** Art Pearce

**PDC Staff:** Trang Lam, Steven Shain, David Sheern, Melissa Nelson, Joleen Jensen-Classen

#### Call to order/Introductions/Meeting summary

The meeting was called to order by Chairperson Susan Lindsay at 4: 10 p.m.

Rick Michaelson announced he had a conflict of interest regarding the Portland-Milwaukie Light Rail Project as he is part of the consultant team for the project.

The following amendments were made to the February 8, 2010 meeting summary:

- Add the following to the Burnside Bridgehead update: Michael objected to the relocation of the streetcar stop from the north side (as proposed by the consultant team) to the south side of Couch Street because of pedestrian safety concerns. Geraldene responded that the original stop location, as vetted with the neighborhood by PSI, was at the corner of Burnside and Martin Luther King Jr. Blvd. The Framework Plan process raised the consideration to move the station to the north side of Couch. However, this location raised traffic flow issues with Portland Streetcar Inc. and PBOT. The south side of Couch was determined to be an acceptable alternative location by PSI, PBOT, and the Framework Plan design team.
- Add the following to the CEIC Update: Emphasis on marketing and networking “the district”.
- Add the following to the Hosford Abernethy Update: Planning for “light rail” and streetcar stations.
- Add the following to the Hosford Abernethy Update: Creation of a pocket park at SE 19<sup>th</sup> and Division where a parking lot is located on an unimproved street.

Susan Pearce moved approval of the meeting summary as amended and Peter Stark provided the second. The motion carried unanimously.

## **Chair's Statement**

No statement from the chair.

## **Portland-Milwaukie Light Rail Project Update**

Dave Unsworth of Tri-Met began the presentation with an overview of the project. The project will create a 7.3 mile light rail line between downtown Portland and Oak Grove in Clackamas County. The alignment follows SW Lincoln Street to South Waterfront, crosses the Willamette River on a new bridge to be constructed to OMSI at SE Water Avenue. It parallels SE McLoughlin Blvd to Clackamas County. Currently the project is at 30% design. Tri-Met will apply to the federal Transit Administration for final design on March 31, 2010 and they expect approval in late 2010. Activities that are part of the final design include:

- Refining designs for stations, traffic, public art etc
- Final finance plan
- Purchasing property
- Relocation of utilities that conflict with the construction areas

The final Environmental Impact statement is expected in May of 2010. The construction of the new bridge will take place between July of 2011 and 2014. Civil Construction is expected to begin in September of 2011 and continue through 2014. Systems construction will take place between 2014 and 2015.

The cost of the project is \$1.4 billion. Federal funds make up 60% of the cost and the local match is 40%. The local match consists of the following contributions:

- \$10M from the NMAC URA
- \$3.2M from PBOT
- \$5M from Central City, University District and the Science Technology Triangle Transportation System Development Charges (TSDC) overlay
- \$1.78M from TSDC overlay citywide
- \$10M from the NMAC TSDC overlay

The project will require the relocation of 57 businesses and 675 jobs. In the CES URA from the River to SE 11<sup>th</sup> Ave four properties will be relocation and that represents 75 jobs. Sixteen properties in the Gideon area will be relocation that represents 197 jobs. The project will create 12,300 jobs and generate \$490M in personal earnings. The majority of this amount will be construction related. Staging will take place on land near OMSI and the Portland Opera building.

The light rail project will serve as an anchor for the Innovation Quadrant, connecting, PSU, OHSU, OMSI and Portland Community College's Workforce Training Center.

The new bridge across the Willamette River will be multi-use providing for light rail, buses, bikes and pedestrians. It will also be designed to accommodate Portland Streetcar in the future. The bridge will cross the river between OHSU's future South Waterfront Campus on the west bank and OMSI on the east bank. It will provide access to downtown Portland and OHSU jobs and services from SE Portland and Milwaukie.

Sean Batty, also from TriMet, gave an overview of the station areas. The OMSI-Opera Station will have multiple zones including a 12 foot wide sidewalk zone, 7 foot wide zone for bikes and pedestrians, the

light rail zone, the platform and bus lanes in both directions. The Clinton Street Station will be located between SE 12<sup>th</sup> and 14<sup>th</sup> Ave and SE Clinton Street. PBOT and TriMet are working with Union Pacific to establish a quiet zone in the area so neither train will need to use whistles as warnings. PBOT is also looking at improving traffic circulation around Powell Blvd.

Art Pearce of PBOT provided a summary of city and community responses. PBOT will be responsible for station area planning and Tri-Met will handle the station area design. Phase I (2010-2011) will consist of station area planning for the four stations. Phase 2 (2011-2012) is characterized as project development including zoning analysis, engineering study and cost analysis. Phase 3 (2012-2015) will be implementation of the plans for development around the stations.

### **PDC budget process update**

Steven Shain, URA Manager, provided an update for the URAC on the budget process. PDC is experiencing a reduction in TIF and as a result must cut expenses, especially in overhead. As a result the Urban Development Department (UDD) made a leadership decision to hold all URAC meetings on a quarterly basis. For the CES URAC this would mean a meeting in June, September and November or December to prepare the annual budget. The budget sub-committee would also meet. URAC members expressed concern with this announcement. They felt there is too much activity taking place in the district to have only quarterly meetings. Various members suggested that PDC send less staff to the meetings. There are five PDC staff members at this meeting. The URAC discussed the idea of holding meetings without PDC staff present or staff could attend to make a report and then leave. After further discussion, it was agreed by the URAC members and PDC that the meetings would be held every other month, with a possibility of more often during the budget process with at least one PDC employee attending (Joleen).

### **Constituency Updates**

#### **Kerns Neighborhood Association**

- Will hold their annual clean-up in partnership with Buckman NA on April 17<sup>th</sup>. This is a very successful event
- The annual neighborhood picnic is held in the fall.
- Important projects include:
  - Burnside Bridgehead
  - Burnside Couch Couplet
- Participated in the Sunday Parkway event and gave away bike helmets and lights
- Very diverse neighborhood with a mixture of commercial and residential
- Boundary extends from the river to SE 28 and 1-84 to the north to Burnside on the south
- Day Labor Center on Martin Luther King Jr. Blvd. does not appear to have solved the problem of workers hanging out on Martin Luther King Jr. Blvd.
- The warming center located in the Convention Center Plaza building will close on March 31, 2010.

#### **CEIC addition**

- Quarterly meeting will take place April 1, 2010 and they have asked representatives from all the construction projects in the area to attend and provide updates.

**Washington High School Update**

Susan Lindsay reported that Art DeMuro, the developer who would like to redevelop the project needs to add some subsidized housing to his pro forma in order for the project to work financially. The community had originally wanted the housing component of the project to be market rate ownership but that is const prohibitive. Susan told the URAC that the Buckman Neighborhood Association has supported Mr. DeMuro's plan. She thinks this is a good opportunity to get the work force housing the neighborhood and URAC has always wanted in the district. If the TIF set-aside guidelines do not allow for this type of housing, the URAC could apply to city council for a waiver.

**For the good of the order**

Michael Whitmore requested that the next meeting agenda allow time for discussion of the streetcar stop that is part of the Burnside Couch Couplet. PBOT and Portland Streetcar Inc moved the stop from the north side of Martin Luther King Jr. Blvd. to the south side to facility traffic movement. Michael feels this creates a safety hazard for pedestrians. Steve Shain responded that the decision has been made and will not be reconsidered by the two agencies. No decision was made on the request.

Jeff Reaves announced that he met with PDC Executive Director Bruce Warner to discuss the possible redevelopment of the ODOT blocks located along SE Water Ave. north of the Hawthorne Bridge and west of Water Ave. between Madison and Taylor Sts.

The meeting adjourned at 6:15 p.m.

Submitted by Joleen Jensen-Classen, PDC Public Participation Manager