





**Gateway Regional Center Tour**  
Wednesday, February 8, 2006  
4:00 pm to 5:30 pm



**Tour Goal:**

Update the PDC Commissioners about projects and issues in the Gateway Regional Center Urban Renewal Area. Provide an opportunity for direct links to the projects and the URAC members.

**Tour Guides:**

Sara King, Development Manager, Development Department, PDC  
Doreen Warner, Chair, Gateway Regional Center PAC

**Tour Participants:**

1. Eric Parsons, Commission Chair
2. Doug Blomgren, Commissioner
3. Bertha Ferrán, Commissioner
4. Sal Kadri, Commissioner
5. Mark Rosenbaum, Commissioner
6. Bruce Warner, Executive Director, PDC
7. Cheryl Twete, PDC
8. Byron Estes, PDC
9. Olivia Rebanal, PDC
10. Allyson Spencer, PDC
11. Rochelle Lessner, PDC
12. Elissa Gertler, PDC
13. Lori Sundstrom, PDC
14. Bob Earnest, Vice-Chair, Gateway PAC
15. Dick Cooley, Member, Gateway PAC
16. Fred Sanchez, Member, Gateway PAC
17. Tim Brunner, Member, Gateway PAC
18. Lee Perlman, Mid-County Memo
19. Tim Curran, Mid-County Memo

**Gateway Regional Center Summary:**

By 2015, the Gateway Regional Center is projected to be one of the most accessible locations in the Portland metropolitan area due to its superior transportation system: adjacent to two interstate freeways, light rail transit to downtown, the airport, Gresham and in 2009, Clackamas Town Center.

The Gateway Regional Center Urban Renewal Area effort is a collaboration between members of the Gateway community and the City of Portland to guide future growth anticipated by the Metro 2040 Growth Concept.

In February 2000, the *Opportunity Gateway Concept Plan and Redevelopment Strategy* was accepted by the Portland Development Commission and the City Council. Developed by the community, the plan envisions upgrades to the transportation and open space networks in Gateway, as well as new housing, employment and public institutions such as an education and/or arts center.

To fulfill the Concept Plan, the City Council approved the Gateway Regional Center Urban Renewal Plan in June 2001. This established the Regional Center as a tax increment district capable of financing up to \$164 million for public improvements over 20 years.

A Tour Map of Gateway is attached. On this map you will find a summary of storefront improvement grants, business loans and grants, projects completed or under construction, and planned and proposed projects. To follow is a summary of places, projects, and businesses we will pass along the way.

**Portland Adventist Medical Center** 10123 SE Market St



Adventist Medical Center is part of Adventist Health, a not-for-profit health care system affiliated with the Seventh Day Adventist Church and headquartered in Roseville, California. Adventist moved to its current site, on Market Street just east of Interstate 205, in 1977 (a few years before I-205 was finished). It was the first hospital in Portland to have all private rooms. The current Adventist Medical Center is the centerpiece of a system including a modern medical center and 15 primary care medical clinics. Adventist has just completed a 10-year, multi-phase master plan guiding growth and development of the campus, resulting in expanded facilities, services, and employees. Proposed development includes approximately 875,000 new gross square feet.



**East Portland Community Center** 740 SE 106th Ave



Opened in 1998, the community center includes an indoor basketball court, fitness room, weight room, and gymnasium. There are also reservable meeting rooms, a party room, and a kitchen. Funds to add a pool to the East Portland Community Center were included in the 2002 Portland Parks levy. Community priorities for pool features and amenities were developed during the initial planning phase last year. Based on that input, a draft design for the pool has been developed. Plans were finalized this fall and construction will take place in 2006-2007, if all funding can be secured in time.



**Park Vista Apartments** 10918 SE Stark St



Park Vista, developed by Human Solutions, is a transit-oriented, medium density project which opened to new renters in January, 2001. Nearly half of the 59 units at Park Vista are three and four bedroom units for larger families. Amenities include off-street parking, a children's play area in a landscaped central courtyard, and a community room. Rents at Park Vista are affordable to families earning between 30% and 50% of Area Median Income. Human Solutions also provides an active, onsite resident services program to assist families with recreational activities for



children; English as a Second Language (ESL), money management, and employment related classes for adults; and access to community and social services. Financing for Park Vista development was provided by PDC, the Oregon Department of Housing and Community Services, Multnomah County, Columbia Housing, Key Bank, and US Bank. The total project cost was \$7.2 million including land.



**Axis Business Center** 11104 SE Stark St

Axis Design Group offers a full menu of architectural and planning services ranging from concept schematics and interior design to construction documents and post-occupancy evaluation. In 2004, Axis purchased a former optometrist clinic, a 6,500-square foot building at 11104 SE Stark Street in Gateway. Axis occupies most of the building, and the excess space is being leased to other small businesses. PDC contributed a Quality Jobs Program (QJP) conditional loan for \$77,000 and an Economic Opportunity Fund (EOF) grant for \$57,850 toward the \$1.6 million project. In addition, the PDC contributed \$20,000 in a matching Storefront grant to assist with exterior improvements.



**Russellville Commons** 10320 SE Pine St

Russellville Commons is a three-phase, 600-unit transit-oriented development adjacent to the MAX station at East Burnside and 102nd Avenue. The development includes attractive green spaces. Phase I includes 283 one, two, and three bedroom flats and townhouses. Phase II includes 154 one- and two-bedroom independent living senior apartments. Phase III is now being planned. Russellville's developer received financial assistance from both Metro's Transit-Oriented Development Implementation Program and the City's Transit-Oriented Development Tax Abatement Program.



**Children's Receiving Center** 10225 E Burnside St

This 30,000 square foot parcel, owned by PDC, is adjacent to Multnomah County's Children's Receiving Center. This facility provides short-term emergency services for abused or neglected children. The PDC-owned parcel falls within the boundaries for the upcoming Central Gateway Redevelopment Strategy. As part of this strategy, PDC and the community will explore redevelopment opportunities for this site.

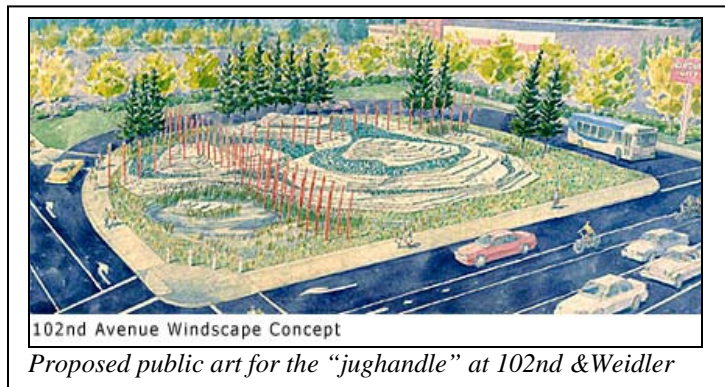


**McTavish Shortbread** 10234 NE Glisan St 3

McTavish Shortbread was established in Portland in 1987. Since that time McTavish has diversified its product line baking a variety of gourmet Shortbread Cookies. McTavish Cookies are baked daily and are sold wholesale, nationwide to many of the best restaurants, hotels, and gourmet stores. The Portland Development Commission assisted McTavish by utilizing its contract with the Oregon Manufacturing Extension Partnership (OMEP). This agreement allows the PDC to give a 50 percent grant match for OMEP services which make use of Lean Manufacturing techniques to streamline production processes for greater efficiencies. Last year, PDC granted \$7,500 to McTavish to work with OMEP on implementing Lean Manufacturing Principals. Because of the PDC investment, McTavish has been able to increase productivity and hire more employees (they currently employ 12 people) to meet increasing demand for its products. McTavish has recently been approved for a \$70,000 PDC loan for equipment purchases and related improvements.

**102nd Avenue Street Improvements**, from NE Weidler St to SE Washington St 3

The redevelopment of 102nd Avenue, the spine of the Gateway District, into a boulevard was identified by the community and described as a key transportation infrastructure improvement in the *Opportunity Gateway Concept Plan and Redevelopment Plan*. The purpose of such a treatment is to provide a high quality, high profile identity to the district, as well as provide a better pedestrian environment.



To that end, the Portland Office of Transportation has engaged the community for the past two years in the development of a 102nd Avenue streetscape plan. This plan provides an overall direction for construction of street improvements on 102nd Avenue between NE Weidler Street and SE Washington Street.


The 102nd Avenue Streetscape Plan aims to change the appearance of 102nd Avenue to provide a more aesthetically appealing street for pedestrians and cyclists, without changing the overall function of the street. The goal is to transform a typical suburban arterial street into an urban boulevard, providing a framework for future redevelopment while remaining sensitive to the needs of existing businesses. Public artwork may be included.



The project plan includes widened sidewalks, pedestrian scale lighting, street trees, and medians that provide for pedestrian crossing opportunities. Existing on-street parking, which is not heavily used, will be removed to provide room for bike lanes.

Project Design and Engineering funds come from the Metropolitan Transportation Improvement Program, allocated by Metro. Construction of this project will be paid for largely by federal funding, with the remainder provided by local system development charge revenues. Construction is scheduled to begin in January 2007.

### Storefront Improvement Grants on Halsey & Weidler Streets

Poncho Lowder 10324 NE Halsey St 

Poncho Lowder is the property owner for 10324 NE Halsey. Poncho and his architect designed the building to expand an additional 15 feet toward the street and add a second floor. The 800 square foot expansion creates a new storefront that is flush with the facades of the adjacent buildings,



*Before*



*In Progress*

creating a more unified streetscape. There will be four tenant spaces and a more updated professional entrance. PDC's storefront grant for \$20,000 and \$1,600 toward the architectural fees helped him proceed with the project. His private funds totaled \$100,000. The project will be completed this Spring.

Lily Market 11001 NE Halsey St 

The owners of Lily Market applied for a storefront grant in 2002. The project developed and the \$20,000 grant received from PDC was matched with private funds totaling \$1,060,000. The building includes the market with two entrances and apartments on the upper level.



*Weidler Street side after*



*Halsey Street side after*

#### **Physicians' Hospital** 10300 NE Hancock St **4**

Physicians' Hospital is located in the former Woodland Park Hospital, which first opened in 1962. In early 2004, the hospital unexpectedly closed, resulting in the loss of 50 operating beds and the termination of 245 employees. PDC contributed \$500,000 in a Deferred Tax Increment Financing (DTIF) loan toward tenant improvements in the facility. The project required a total of \$4 million to re-open the facility.



#### **Proposed Projects on Pacific Street**

##### 101st & Pacific Senior Housing **5**

Avamere, a senior housing developer, has proposed plans for a senior housing facility on a 1.65 acre site at NE Pacific Street and the future NE 101st Avenue. The project program is still in development, but currently proposed to be 80-85 units of independent living, 40 units of assisted living, and 12-16 units of "memory care" (Alzheimer's and similar conditions) housing. Pending a land division application, project construction is estimated to begin in Spring 2007.

##### 102nd & Pacific Commercial Development **6**

Local property owner Ted Gilbert has proposed a six-story mixed-use commercial development, called "The Elements at Gateway," for a site on the corner of NE 102nd Avenue and Pacific Street. The project is currently in the pre-leasing phase.



*Computer model of proposed development at 102nd & Pacific*

#### **Gateway Transit Center Redevelopment** NE 99th Ave & Multnomah St **2**

The Gateway Transit Center Redevelopment is a multi-phase, multi-use effort. Complete buildout of the site is expected to take between 10-15 years, depending largely on market conditions. The redevelopment of the site will require a partnership of private and public partners, most prominently TriMet and the PDC.

The overall master plan for the Gateway Transit Center will transform an approximately five-acre surface park-and-ride lot into a signature mixed-use development that aims to boost transit ridership, provide employment near transit, provide a catalyst for further area development, provide more public open space to serve the site and vicinity, and provide well-designed development at urban densities. The first two phases alone, anticipated to be completed within the next ten years, will provide up to approximately 262,104 gross square feet (gsf) of new development, most likely medical office and senior housing, with a small amount of retail to serve transit riders as well as those within the building.

The redevelopment will capitalize on existing light rail infrastructure as well as the new alignment from the Gateway Transit Center to the Clackamas Town Center, which will boost ridership and provide greater transit service to this site. With the opening of this light rail line in 2009, 7,834 daily riders are anticipated to board or depart at this transit station.

### Phase 1: Medical Office Building & Parking Garage (Under Construction)

The project's first phase, is anticipated to be completed by the fall of 2006 and will include the following:

- A three-story, LEED-certified 106,000 gross square foot (gsf) medical office building (shown right)
- A parking garage will provide parking for TriMet's existing Park-and-Ride function as well as a portion of the parking needed for the medical office building employees (shown right)
- Enhanced public space, including wider public sidewalks, an enhanced walkway between the Transit Center light rail platform and NE 99th Avenue to the south of the medical office building, and a walkway to the west of the parking garage to connect the Transit Center with the Providence Health System to the north
- A new, auto drop-off to the south of the medical office building to serve it as well as future development in Phase III
- Pedestrian plazas located at the two entrances of the medical office building
- A 250-space remaining temporary surface parking lot to serve medical office building clients



### **99th & Glisan Intersection Re-Alignment** 1

In 1999, when the Gateway community developed the *Opportunity Gateway Concept Plan and Redevelopment Plan*, which provided the framework for the Gateway Regional Center Urban Renewal Plan, one of the most urgent redevelopment goals was to realign the dog-legged intersection of NE 99th and NE Glisan. Due to its configuration, the intersection was confusing and dangerous.

Hence, the realignment of this intersection was the first project to be undertaken with urban renewal funds from the Gateway URA. In order to complete the project, Portland Office of Transportation acquired a sliver property to the east of NE 99th, just south of NE Glisan. The project was completed in Spring 2005.



Before



After

### **Centerpoint Graphics** 9943 E Burnside St 2

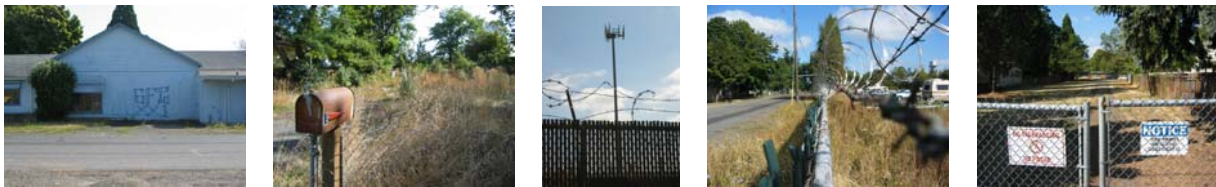
Centerpoint Graphics, Inc. was founded in 1987 in a small basement facility in Southeast Portland. The company is becoming one of the premier small component paperboard/packaging manufacturers in the region. Over 50% of the company's revenue comes from outside the region, providing the greatest benefit to Portland's economy. The company purchased its current site at 9943 East Burnside Street in 1991 and began an expansion project last year. The company added a 24,000 square foot new addition to its existing 20,000 square foot facility. The new

facility includes new equipment and an expanded sales force that will enable the company to compete in different areas of the printing business. The printing business is dependent on capacity, where the ability to produce for larger clients translates into improved profitability. Centerpoint currently has 50 employees and will add another 26 jobs over the next two years. Centerpoint needed to grow its capacity to continue to compete against lower cost producers in Mexico and Canada. PDC contributed a \$215,000 Quality Jobs Program conditional loan and a \$73,300 Economic Opportunity Fund direct grant to assist with financing the \$1.65 million expansion project.



*Centerpoint's new facility under construction*

### Central Gateway Redevelopment Strategy



The Prunedale area of Gateway is the historic name given to the area roughly bounded by NE Glisan, SE Stark, I 205 and 102nd Avenue. It is an area of mixed land uses: industrial and commercial businesses, single family houses, apartments, vacant land and unimproved or underimproved streets. The zoning in the area is predominantly EXd (mixed employment) and RXd (high density residential), with some CXd (high density commercial) near 102nd Avenue. It includes the transit station area at NE 102nd and NE Burnside.

As outlined in the *Opportunity Gateway Concept Plan and Redevelopment Strategy*, Prunedale is envisioned to retain much of its industrial flavor, with the addition of office/flex buildings, commercial or mixed use along 102nd, and residential uses largely north of NE Glisan. The Central Gateway Redevelopment Strategy will involve a collaboration between PDC, property and business owners, public agencies and the general public to undertake a development vision and implementation strategy to guide the area's growth and development for the next 15 years.

Currently, an evaluation committee is reviewing proposals from a recently closed RFP solicitation process. The evaluation committee, made up of Gateway residents and city staff, will forward its consensus recommendation to PDC by the end of February. The project is currently expected to commence in March and be completed by the end of the year.



## I-205 Light Rail MAX Green Line #####

### Main Street MAX Station and Park & Ride 4

By 2009, TriMet MAX trains will be shuttling passengers along I-205, bringing high-capacity transit service to Clackamas County and Southeast Portland. The I-205 Light Rail Project—Phase 1 of the South Corridor Project—will add 6.5 miles of MAX tracks and eight stations between the Gateway Transit Center and Clackamas Town Center. Most of the new line will follow an existing transitway created when I-205 was originally constructed.

Serving the Portland Adventist Medical Center and the Mill Park, Hazelwood, and Montavilla neighborhoods, the planned Main Street MAX station will connect with local bus lines and provide 420 parking spaces.

