



Buildings • Planning • Transportation

Charlie Hales
Commissioner, City of Portland

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MEMORANDUM

August 26, 1998

TO Mayor Vera Katz
Commissioner Jim Francesconi
Commissioner Gretchen Miller Kafoury
Commissioner Erik Sten
Auditor Barbara Clark

FROM Commissioner Charlie Hales

SUBJECT Amendments to Resolution - Council Agenda Item No. 1281

I am placing before Council for its consideration amendments to the Resolution to institute local improvement proceedings for the Central City Streetcar Phase I Project. Deletions, insertions and corrections are listed below.

1 On Page 2 of the Resolution, the second WHEREAS

WHEREAS, PSI has undertaken an effort to obtain petitions from property owners in support of a Local Improvement District and, to date, has obtained signed petitions representing ~~58.4%~~ 62.0% of the total assessment amount and ~~43.6%~~ 51.1% of the total land area, showing significant support exists within the District, and

2 On Page 2 of the Resolution, the first RESOLVED

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon that the Council acknowledges receipt of petitions from owners of more than 50% of the property within the proposed boundaries of the Local Improvement District, as set forth in Exhibit A1 attached to the original of this Resolution, and by reference made a part hereof, and deems it expedient and necessary to make the capital improvements associated with the Central City Streetcar Phase I Project, and

3 On Page 3 of the Resolution, the last RESOLVED

BE IT FINALLY RESOLVED that, notwithstanding Section 17 08 080 of the City Code, Council directs the Portland Office of Transportation to give notice to property owners of the City's intention to form a Local Improvement District as described ~~herein and generally as recommended by PSI in its petition~~ in the petitions received from property owners in the District, as set forth in Exhibit C attached to the original of this Resolution, and by reference made a part hereof, said notice to be in accordance with the Charter and Ordinances of the City of Portland

Thank you

CH/vld

**Central City Streetcar
Local Improvement District
Petition Status Report**
8/25/98 5:16 PM

Exhibit A1

		Land Area (sf)			
Total Land Area		12 755 638			
Less Federal Exempt		81 179			
Less Estimated Residential Exempt		723 399			
Less City Owned Properties		802 958			
Net Land Area		11 148 072			
Code	Owner	Land Area (sf)	Assessment	Assessment with TSCD Credit	Annual Payment (20 yrs @ 6%)
PSU	Portland State University	1 156 251	\$1 518 297	\$1 138 723	\$99 183
HSP	Hoyt Street Properties	1 137 551	\$700 000	\$525 000	\$45 728
LGCY	Legacy Health Systems	852 495	\$1 525 981	\$1 144 486	\$99 685
GMAN	Goodman	227 442	\$184 761	\$138 571	\$12 070
BLTZ	Stroh Brewery/Heileman	200 000	\$89 901	\$67 426	\$5 873
HAP	Housing Authority of Oregon	144 150	\$86 694	\$65 021	\$5 663
SOLH	Sotheim	121 500	\$47 841	\$35 881	\$3 125
PAM	Portland Art Museum	117 000	\$71 986	\$53 990	\$4 702
POWL	Powell	75 000	\$60 511	\$45 383	\$3 953
OHS	Oregon Historical Society	73 333	\$21 384	\$16 038	\$1 397
M&F	Meier & Frank/May Development	72 000	\$11 500	\$8 625	\$751
WEST	Weston Holding Co	65 000	\$78 338	\$58 754	\$5 117
GERD	Gerding/Edlen	60 000	\$12 166	\$9 125	\$795
EOFF	Eoff Electric	59 800	\$26 773	\$20 080	\$1 749
AMES	Ames	55 000	\$2 860	\$2 145	\$187
EDI	Electrical Distributing Inc	53 200	\$8 834	\$6 626	\$577
WALK	Walker Road Ltd Partnership	51 004	\$7 174	\$5 381	\$469
CRON	Pat & Priscilla Cronin/Westport Prop	47 600	\$15 372	\$11 529	\$1 004
BAPT	First Baptist Church	41 200	\$17 199	\$12 899	\$1 124
GION	Leonard A Gionet	40 000	\$32 019	\$24 014	\$2 092
NATO	Gallana	40 000	\$74 920	\$56 190	\$4 894
PCB	Portland Clinic Building	40 000	\$18 716	\$14 037	\$1 223
HROH	Herron Dev/Ecotrust Properties	40 000	\$13 604	\$10 203	\$889
LAYT	Layton Properties LLC	40 000	\$22 333	\$16 750	\$1 459
DEHN	Dehen Property Co	40 000	\$16 932	\$12 699	\$1 106
PENS	Panske Truck Leasing Co	40 000	\$1 795	\$1 346	\$117
SIC	American Apart Comm Lic	40 000	\$26 188	\$19 641	\$1 711
SIC	Carol Lewis et al	40 000	\$4 500	\$3 375	\$294
NORD	Nordstrom	40 000	\$62 231	\$46 673	\$4 065
LITA	Litta Development LLC	40 000	\$2 400	\$1 800	\$157
NRUP	Northrup Investment Co	40 000	\$12 078	\$9 059	\$789
SING	Singer et al	38 029	\$23 667	\$17 750	\$1 546
GIUS	Pettygrove Medical Center	38 000	\$9 528	\$7 146	\$622
CCC	Central City Concern	35 736	\$20 609	\$15 457	\$1 346
GIUS	Northrup Medical Building	30 100	\$14 870	\$11 153	\$971
NATH	Peter Nathan et al	29 000	\$46 422	\$34 817	\$3 033
1900	1900 Northrup Avenue Investors	26 000	\$18 381	\$13 786	\$1 201
VENN	Morris J. Vennewitz	25 300	\$7 245	\$5 434	\$473
CARL	Carroll	25 000	\$10 460	\$7 845	\$683
GOV	Governor Hotel	25 000	\$73 350	\$55 013	\$4 792
PARR	Parr Lumber Company	22 500	\$1 770	\$1 328	\$116
KALB	Kalberer	21 160	\$7 680	\$5 760	\$502
TM	Tri Met	20 000	\$13 820	\$10 365	\$903
ZELL	Zell Investment Co	20 000	\$11 541	\$8 656	\$754
ROSF	Pearl Building LLC	20 000	\$9 880	\$7 410	\$645
ROSF	Victor A. Rosenfeld	20 000	\$11 183	\$8 387	\$731
PAUL	Elaine R. Paul	16 000	\$2 474	\$1 856	\$162
HANA	Hanna Anderson	15 000	\$14 494	\$10 871	\$947
KITT	K2 LLC	15 000	\$4 065	\$3 049	\$266
DZR	DZ Real Estate LLC	10 500	\$9 201	\$6 901	\$601
MCMN	Chrystal Ballroom (McMenamin)	10 275	\$9 075	\$6 806	\$593
LARS	Wilber Larson & Carol Larson	10 000	\$3 416	\$2 562	\$223
EISN	Paul Eisenberg	10 000	\$8 183	\$6 137	\$535
9TH	Ninth Avenue Partners	10 000	\$2 820	\$2 115	\$184
JONE	Roger C. Jones	10 000	\$1 462	\$1 097	\$96
MEYR	William & Susan Meyers	10 000	\$2 492	\$1 869	\$163
NW20	20th & Kearney Limited Partnership	10 000	\$3 575	\$2 681	\$234
SMTH	Vern J. Smith	10 000	\$1 883	\$1 412	\$123
CURT	Curbs/Beverly/Bishop	9 875	\$3 285	\$2 464	\$215
PHIL	Paul B. Phillips	6 600	\$1 650	\$1 238	\$108
MINN	William Gordon Minns Trust	5 200	\$4 758	\$3 569	\$311
PEAR	Marvin J. Pearce	5 000	\$1 162	\$872	\$76
JOSF	Steven K. Josefsberg	5 000	\$3 784	\$2 872	\$246
VRIL	Roger Vniakas & Jim Starkes	5 000	\$873	\$655	\$57
COLS	Columbia Sportswear Corporation	5 000	\$3 118	\$2 339	\$204
SHEL	Shelton Management LLC	5 000	\$3 374	\$2 531	\$220
RICH	Richs Land Co LLC	5 000	\$2 351	\$1 767	\$154
FRID	R.J. Friedman	5 000	\$4 390	\$3 293	\$287
JRS	James L. & Selma Johnson	4 840	\$883	\$663	\$58
FOST	Michael R. Foster	2 500	\$4 455	\$3 341	\$291
TILB	Est of Roger Tibbury	2 500	\$1 608	\$1 206	\$105
CUNN	Laura & Thomas Cunningham	2 100	\$914	\$686	\$60
Total		5 690 741	\$5 155 439	\$3 864 613	
Percentage Net Land Area/Total Assessment		51.05	61.95		
Balance of Land Area required		116 605			

Exhibit A

PROGRAM STATEMENT

for the

CENTRAL CITY STREETCAR PHASE I PROJECT

LOCAL IMPROVEMENT DISTRICT

August, 1998

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CENTRAL CITY STREETCAR - PHASE I

August, 1998

PROGRAM BACKGROUND

The Metropolitan Region is expecting more than 500,000 new residents over the next 20 years and the City believes it is important to attract some of that growth to the Central City. Goals call for 15,000 new housing units and 75,000 new jobs in our urban core. Portland is fortunate. We have two large parcels of underdeveloped land close to downtown. They are the River District to the north and North Macadam to the south. Current plans call for 5000 units of new multi-family development in the River District and over 2000 units in North Macadam.

The Central City Streetcar Project is part of the City's growth management strategy. We believe that providing high density housing in close proximity to jobs and all the other amenities available downtown is a good idea and a good deal. The streetcar will be the essential transit link connecting people to their jobs, to shopping, to educational institutions and to the arts and cultural community.

This compact urban form will help decrease pressures on the Urban Growth Boundary. The alternative is low-density suburban development with more vehicle miles traveled, longer commute times and more costly infrastructure.

This Program Statement represents the culmination of an eight year effort to make the plan a reality. Financial participation for planning and preliminary engineering have come from the City's Transportation Budget and from a Special Purpose Grant awarded by the U.S. Department of Housing and Urban Development. This initial investment has allowed us to leverage other resources for final engineering and ultimately construction and operation of the Central City Streetcar Phase I Project. The Local Improvement District is the mechanism for private sector participation to assist in funding the capital cost of the Phase I Project.

What follows is a detailed list of the goals and objectives, project description, graphics of various elements of the project from the adopted preliminary design and engineering work, budget requirements and resources and LID boundaries and map.

PROGRAM OBJECTIVES

Goals and Objectives

Past policy documents, particularly the Central City Plan, have indicated the community's desire to expand a rail-based transit system within the Central City. While the project's goals and objectives have been reviewed and refined in response to public input, they have remained remarkably constant through all phases. They have to do with growth management and livability and the belief that a streetcar offering high quality, accessible and reliable service throughout the Central City will

- Limit the reliance on automobiles for daily commutes and inter-neighborhood trips, reducing traffic congestion and air pollution,
- Alleviate parking pressures in adjacent neighborhoods by providing new transportation choices for residents, customers and visitors,
- Promote residential development along the alignment, placing housing near jobs, further reducing the need for auto commutes, and limiting pressure on the region's urban growth boundary,
- Encourage the development of affordable housing near the city's central business district, and
- Provide a safe, attractive method for all Portland residents and visitors to travel throughout the Central City

After much public input, and with the invaluable assistance of the affected neighborhoods and institutions, City Council adopted the Central City Streetcar alignment between Northwest Portland and Johns Landing in January, 1994. At that same time, Council directed us to focus our preliminary design and engineering activities on a Phase I alignment between Portland State University through the central business district on the 10th/11th Avenue corridor to the emerging River District and then to Northwest Portland on NW Northrup and Lovejoy Streets.

Organization

After a major advertising campaign and a competitive process, the City of Portland entered into a contractual relationship with Portland Streetcar, Inc. (PSI) for preliminary engineering of the Phase I project, as well as the identification of funding for final engineering, construction and operation of the streetcar. The contract has since been extended to include final engineering, general contractor selection, vehicle procurement, maintenance facility design and construction, local improvement district formation, implementation of capital and operating finance plans and a public involvement program. PSI is a non-profit corporation formed for the single purpose of implementing the Central City Streetcar as a project that will benefit the livability and economic vitality of Portland and its central city. The membership of the Board includes representatives from both the public and private sector.

In addition, a Central City Streetcar Citizens Advisory Committee was formed to assist with the project. The Committee has been meeting monthly since October, 1995. Members include representatives from neighborhood associations, business groups, property owners, developers, institutions and the community-at-large. They are committed to providing input to the Portland Streetcar, Inc. Board and to the City, as well as disseminating information back out their respective organizations.

PROJECT DESCRIPTION

The Phase I Project includes the design and construction of tracks, electrification system, station stops, maintenance facility and other capital improvements and the procurement of vehicles that will enable streetcar transit service from SW Mill Street on SW and NW 10th and 11th Avenues, NW Northrup and Lovejoy Streets to NW 23rd Avenue. A map of the alignment is included with the other project graphics. Also included in the project, but to be funded with resources other than from the assessment of the Local Improvement District, is the procurement of 4-6 streetcar vehicles designed to meet the community's desire for accessibility and good urban form.

Project Elements

Design plans were developed during preliminary engineering and presented to and adopted by City Council. A description of those elements follows. Portland Streetcar, Inc. and the Citizens Advisory Committee will continue to oversee implementation of the project and may, if necessary, make adjustments in the scope of the improvements in order to complete the project in such a way as to maximize benefit to the district.

Streetcar Vehicles

- Streetcars will operate in the street with mixed traffic. Therefore, they must fit in a typical traffic lane and have acceleration and deceleration characteristics suitable for mixed traffic in an urban environment.
- In order to be of the right scale for an urban neighborhood, the streetcar vehicle will be 50 - 70 feet in length and will be of a low-floor design for easy roll on/off service.

Streetcar Stops

- Stops will be located near major attractors and destinations and support adjacent land uses.
- The streetcar will stop every 2-3 blocks along the alignment in order to provide good neighborhood access and service.
- At stops, the sidewalk typically will be widened into the parking lane for a length of about forty feet to allow streetcars to stop in the right traffic lane for loading/unloading.

- Stops will be planned to minimize removal of parking and relocation of truck loading zones, as well as to avoid turning lanes, driveways and other impacts on traffic, circulation and businesses

Trackway

- The streetcar trackway will be located in the right traffic lane
- The streetcar tracks will be embedded in a one-foot-thick by eight-foot-wide concrete slab and surrounded by polymer rubber rail-boot-isolation-system
- Trackway will use welded rail and electrically bonded joints
- The streetcar will be designed to be compatible with Tri-Met's MAX system during non-revenue service with a track gauge of 1435 mm (56 5 inches), compatible voltage and a single trailing switch at SW 10th and Morrison This will allow for the potential of contracting with Tri-Met for major maintenance, thus avoiding a costly duplication of facilities
- Special welding techniques will be used for 90 degree turns to minimize wheel-squeal, vibration and track wear

Traction Electrification System

- Electrical power to the streetcars will be provided through a single overhead trolley wire, the Overhead Contact System
- The wires will be suspended from three cantilevered poles in each block Other suspension methods, such as the possibility of connecting to adjacent buildings or existing poles, will be considered at appropriate locations to minimize visual clutter

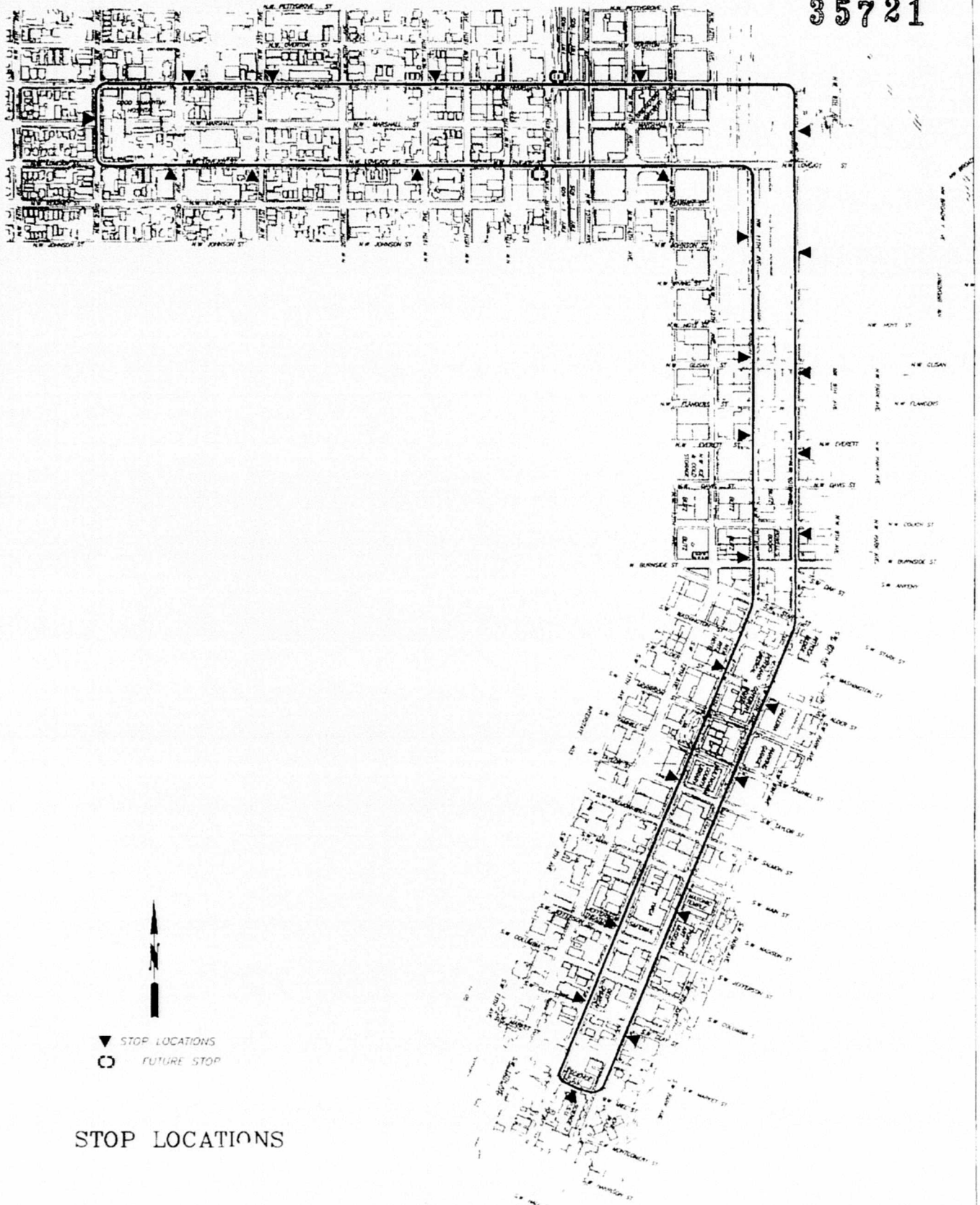
Project Graphics

The following pages illustrate the various project elements

Milestones

Jan, 1994	Adoption of the Central City Streetcar Alignment
July, 1995	Begin Preliminary Design and Engineering of Phase I
July, 1997	Adoption of Preliminary Design and Engineering of Phase I and Preliminary Finance Plans
Sept, 1997	Begin Final Engineering
June, 1998	Adoption of Final Capital and Operations Finance Plan
June, 1998	Selection of General Contractor
Sept, 1998	Formation of the Local Improvement District
Nov, 1998	Selection of a Streetcar Manufacturer
Feb, 1999	Adoption of Final Engineering
Apr, 1999	Begin Construction
Dec, 2000	Revenue Service Begins

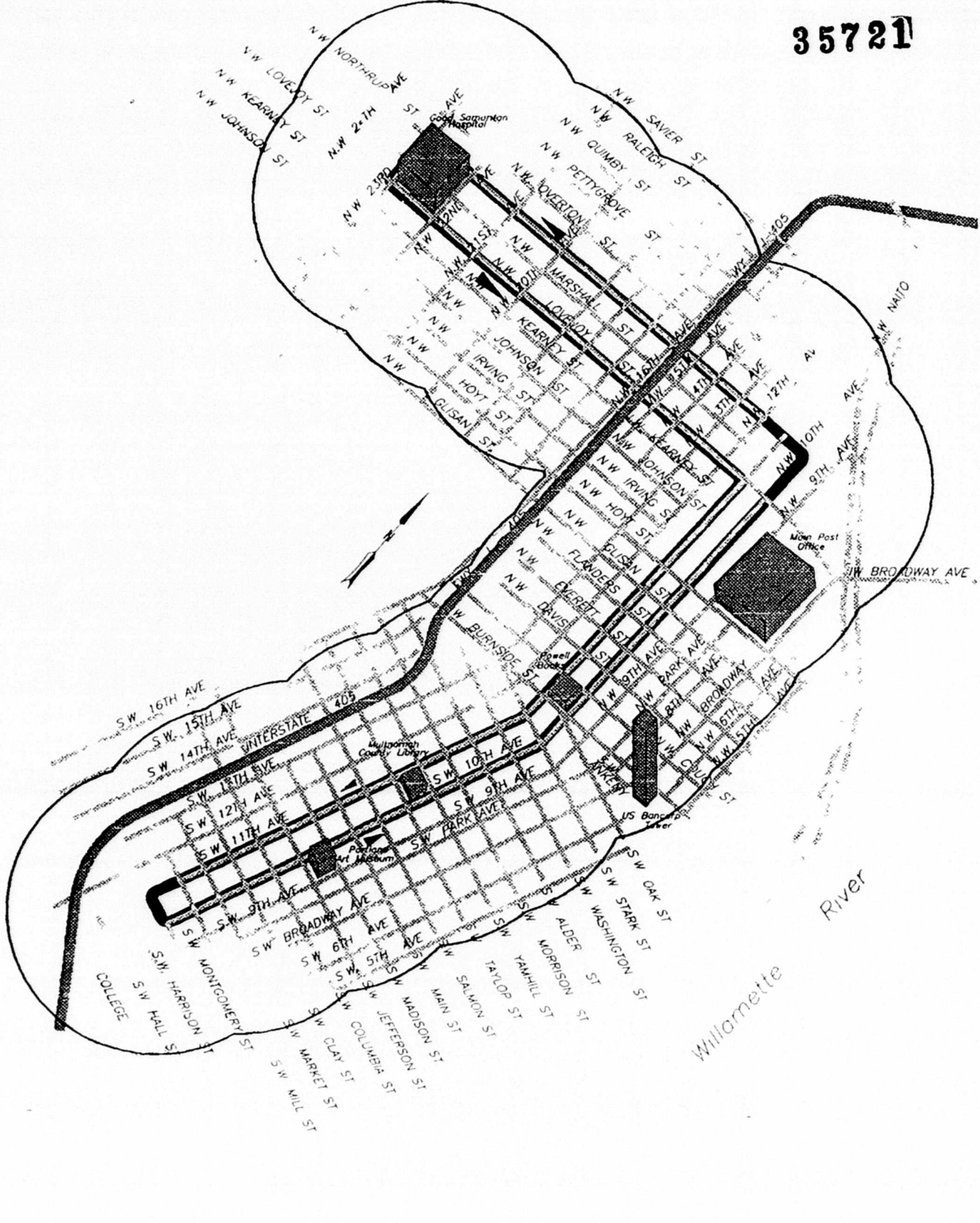
35721



- ▼ STOP LOCATIONS
- ⊙ FUTURE STOP

STOP LOCATIONS

35721

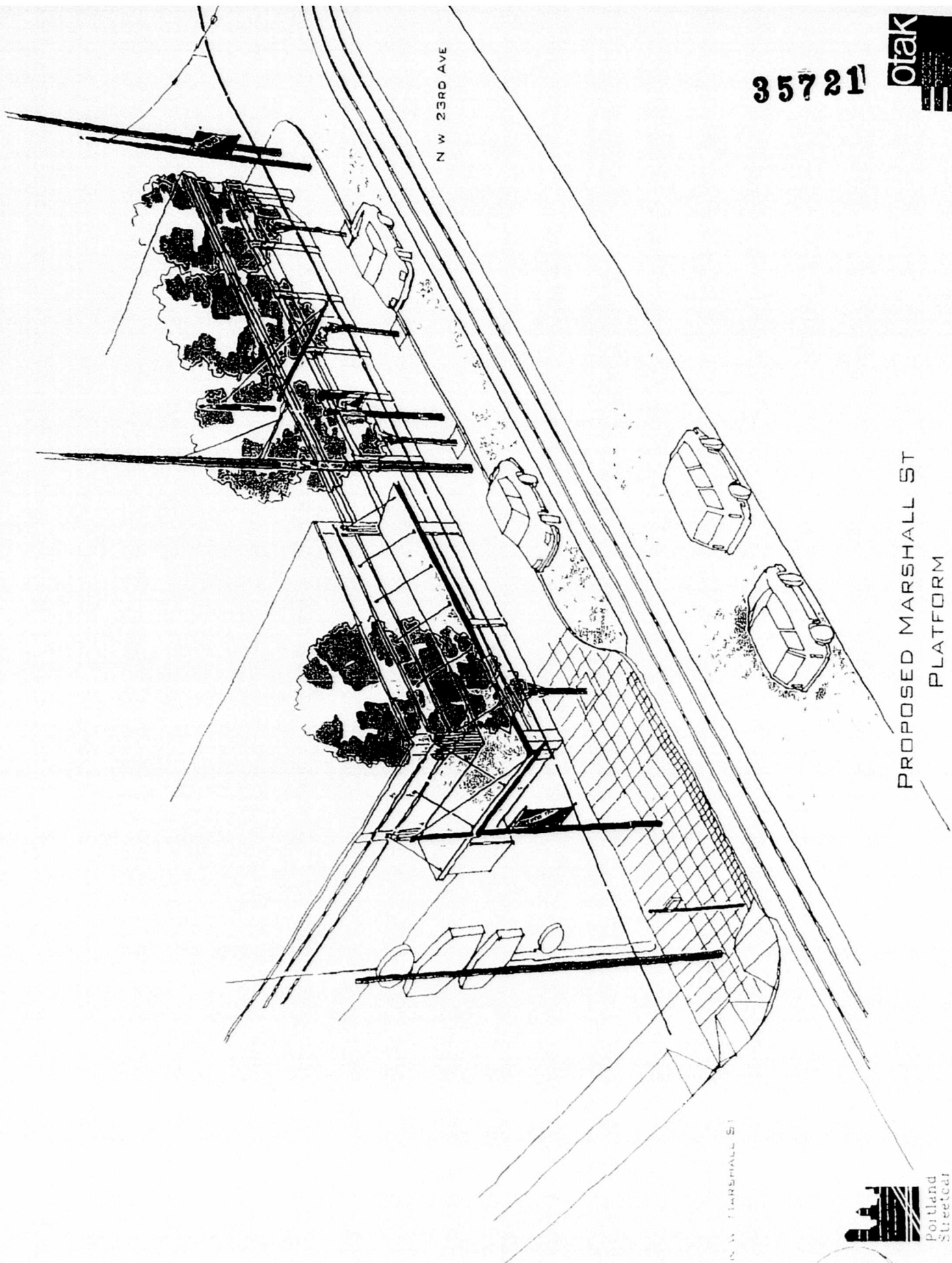


17355 SW Boones Ferry Rd
Lake Oswego Oregon 97035
Phone (503) 635-3618
FAX (503) 635-5795

CENTRAL CITY STREETCAR QUARTER MILE WALKING RADIUS

Copyright 1997 ©

35721

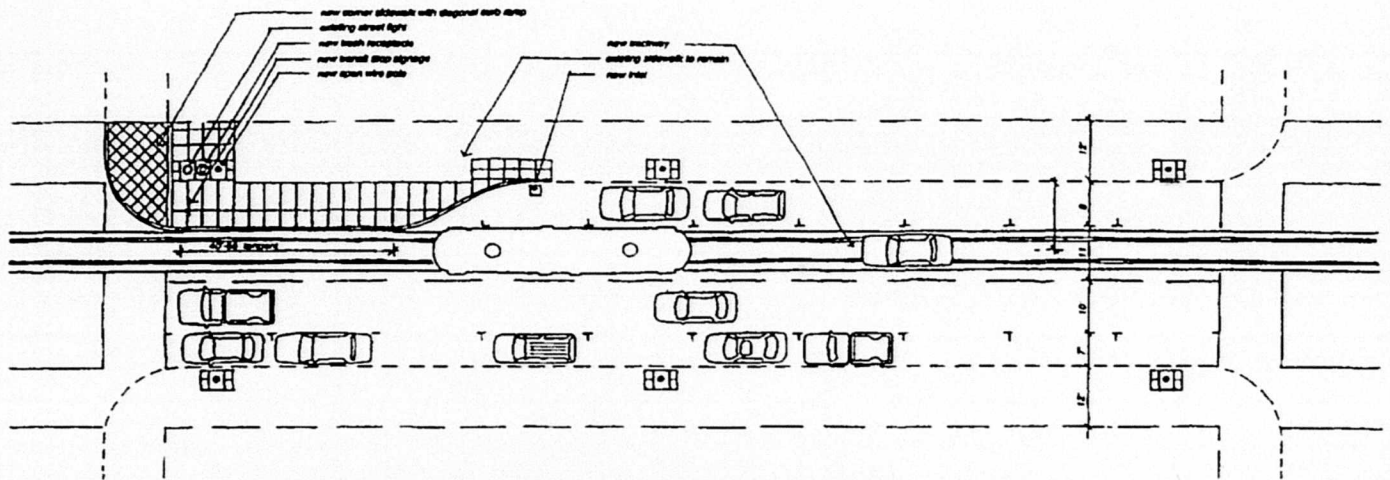


N W 23RD AVE

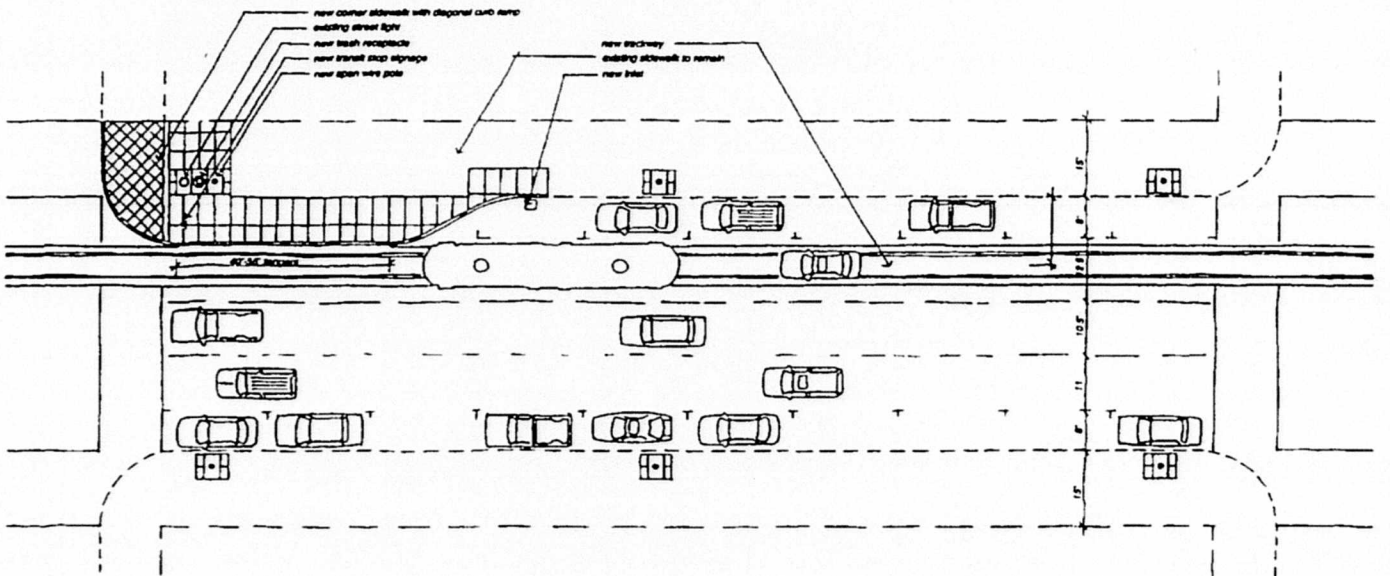
PROPOSED MARSHALL ST
PLATFORM

N W MARSHALL ST



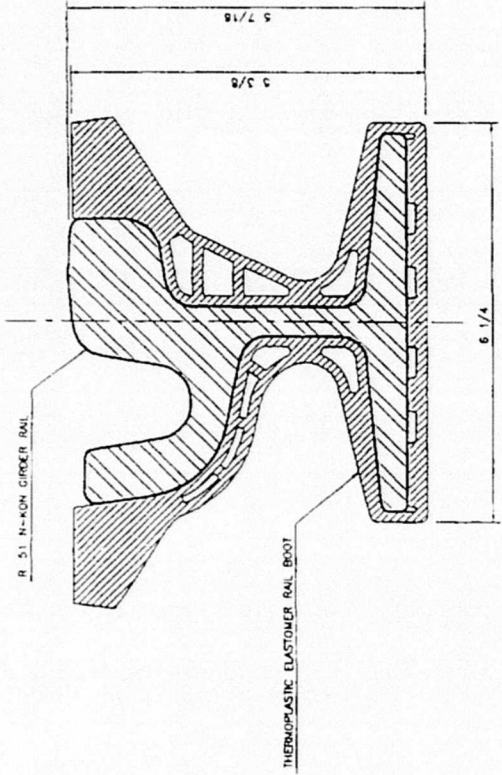


60' RIGHT-OF-WAY PLAN-BLOCK AT STOP

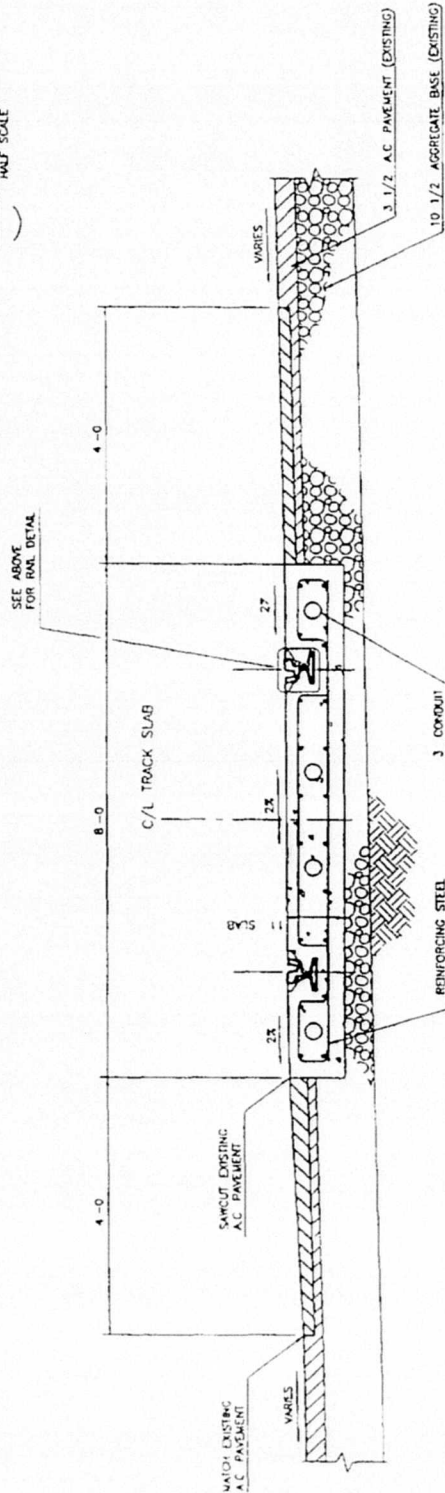


80' RIGHT-OF-WAY PLAN - BLOCK AT STOP





1 RAIL DETAIL
MAP SCALE



2 TRACK SECTION
SCALE 1"=2'-0"

CONTRACTED BY PROJECT COMPLETED BY MAP COMPILED BY DATA SOURCE OR J.C. K. MAP BY DATA EXTENDED OR EXTENDED BY		DESIGNED BY SF DRAWN BY CHECKED BY DATE		DATE APPROVED BY NO. DROUGHT DECISION BY SPM		APPROVALS FEDERAL HIGHWAY CITY ENGINEER REC. PROJ. TECH.				CITY OF PORTLAND, OREGON PORTLAND OFFICE OF TRANSPORTATION COMMISSIONER CITY ENGINEER								CENTRAL CITY STREETCAR TRACK SLAB ALTERNATIVE 1 R. 51 N-KOM GIRDER RAIL	
DRAWN CHECKED DATE		DATE BY NO.		DATE BY NO.		DATE BY NO.		DATE BY NO.		DATE BY NO.		DATE BY NO.		DATE BY NO.		DATE BY NO.			
FINAL MAP DATA																			
REVISION																			

Project Budget - Adopted June, 1998

REQUIREMENTS

<u>Element</u>	<u>Total Cost</u>
Utilities	\$326,500
Roadway	\$2,900,000
Rail & Electrical	\$13,742,500
Subtotal	\$16,969,000
Traffic Control and Mobilization	2,206,000
Civil & Electrical Construction Subtotal	\$19,175,000
Estimating Contingency	2,301,000
Subtotal	\$21,476,000
Inflation	1,503,000
Contract Amount	\$22,979,000
Construction Contingency	1,379,000
Final Engineering	2,051,000
Construction Management	1,838,000
Total Engineering & Civil & Electrical Construction	\$28,247,000
Carbarn Design & Construction	\$3,995,000
Vehicles*	\$9,758,000
TOTAL PROJECT	\$42,000,000

*To be funded by resources other than LID Assessment

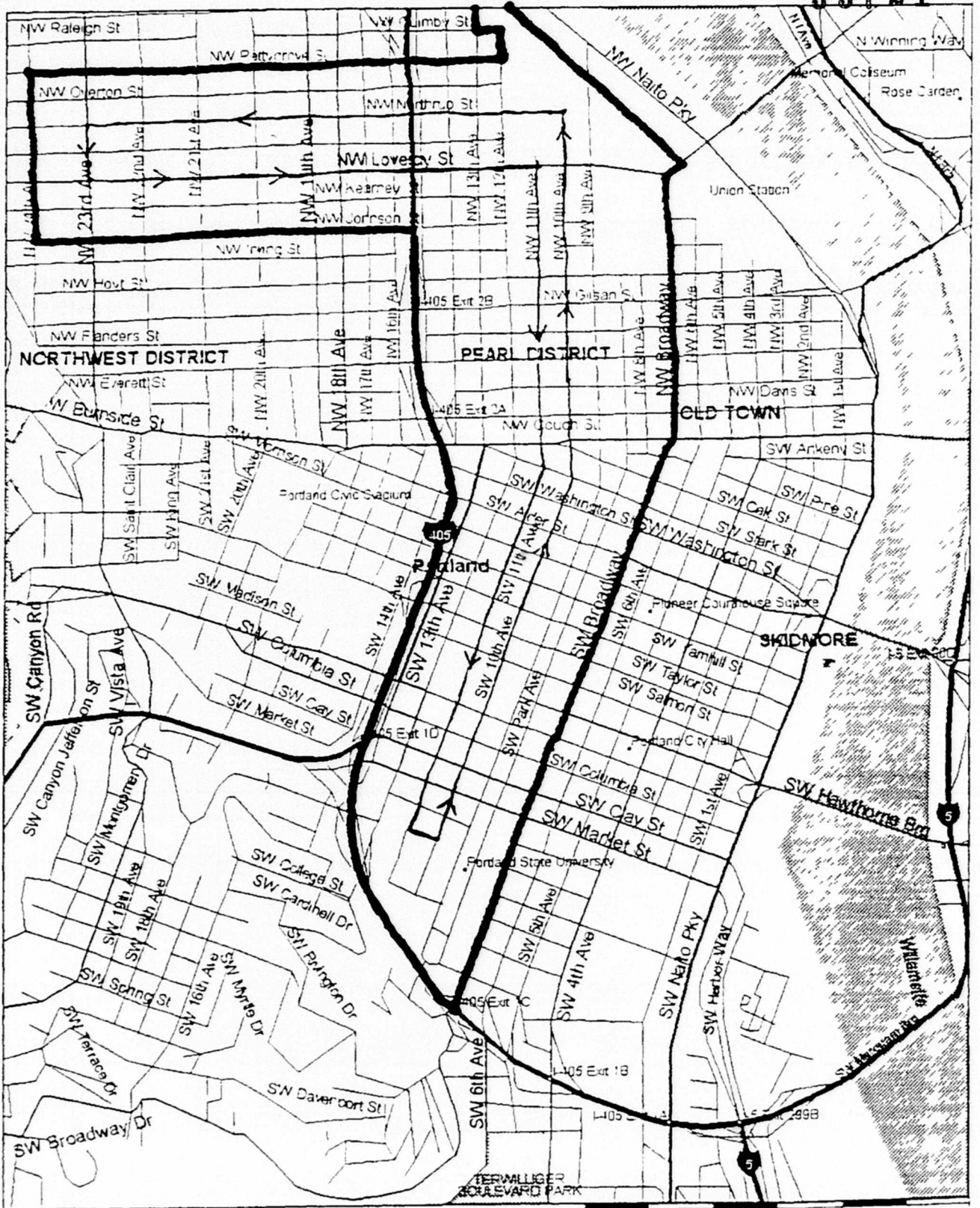
RESOURCES

<u>Funding Source</u>	<u>Amount</u>
Local Improvement District	\$8,000,000
Federal Grant	\$5,000,000
Parking Facility Cash	\$2,000,000
Parking Garage Revenue Bonds	\$27,000,000
TOTAL	\$42,000,000

LOCAL IMPROVEMENT DISTRICT

The Local Improvement District shall include property declared to be all lots, parts thereof and parcels of land, excepting federally-owned property and owner occupied residences, within the boundaries shown on the map which follows and which boundaries are described below

Beginning at the intersection of SW Broadway and the I-405 Freeway, then north on SW and NW Broadway to the north right of way line of NW Lovejoy, east along the north right of way line of NW Broadway to the west line of the Portland Terminal Railroad Company right of way, northwest along the west line of the Portland Terminal Railroad Company right of way to the east end of NW Thurman at NW 14th, south on NW 14th, east to the terminus of NW Savier, south along the east line of Lots 6&7, Block 3 of Watsons addition, west along the south line of Lot 6, Block 3 of Watsons Addition, south on NW 14th, east to the terminus of NW Raleigh, south on NW 13th, east to the terminus of NW Quimby, south on NW 12th, west on NW Pettygrove, south on NW 24th; east on NW Johnson, southerly along the I-405 Freeway to its intersection with SW Broadway



**Central City Streetcar
Local Improvement District (LID)**

Petition for Creation of a Local Improvement District(LID) to Fund Capital Improvements Related to the Central City Streetcar Phase I

To the Portland City Council

The Undersigned, being the owner or contract purchaser of the property held in the name or names of companies or individuals set forth below and within the boundary of the LID herein described, hereby petitions the Portland City Council to form an LID to assist in funding the capital cost of the Central City Streetcar Phase I (Project), subject to the terms and conditions of this petition

Project Description. The Project shall include the design and construction of tracks, overhead wiring, station stops and other capital improvements, enabling Streetcar transit service from S W Montgomery, on S W and N W 10th and 11th Avenues, N W Northrup and Lovejoy to N W 23rd Avenue (Streetcar Streets)

LID Boundary The LID shall include all properties within an area bounded by S W and N W Broadway, N W Pettygrove, N W 24th, N W Johnson and the I-405 Freeway and the Hoyt Street Yards The LID shall be further broken down into Zone A which shall include properties within 200 feet of a Streetcar Street, and Zone B which shall include all other properties within the LID Boundary

Maximum LID Assessment The Total Assessment Amount shall be equal to the maximum of \$8.32 million or 20% of the actual cost of the Project, whichever amount is smaller, including the actual administrative costs necessary to establish the LID, not to exceed \$320,000

Capital and Operations Funding The LID shall not be formed until the City provides assurances that funding is available to cover the balance of the Project capital cost and all of the annual operating cost, and that property owners within the LID will not be additionally assessed for those purposes

Assessment Method Ten percent (10%) of the Total Assessment Amount shall be apportioned among properties based on their frontage on Streetcar Streets The balance of the Total Assessment Amount shall be apportioned among properties based on their principal use and a percentage of their Land and Improvement Value (Value), except for properties within the Hoyt Street Yards owned by Hoyt Street Properties, Inc (HSP) which shall be assessed a lump sum of \$700,000 in accordance with provisions of the Agreement for Development between the City and HSP dated August 30, 1997 The Total Assessment Amount shall be apportioned based on the principal land uses at the percentages of Value as follows

Regional Institutional	100%
Commercial	75%
Local Institutional	50%
Industrial	50%
Residential	50%

One-half of the above percentages of Value shall be used for Commercial, Local Institutional, Industrial and Residential uses in Zone B Regional Institutional shall include Portland State University and Legacy Health Systems properties Local Institutional shall include churches, theaters, museums, libraries, parks and other publicly owned or non-profit places of public assembly Industrial shall include property within an IG zone or within an EX zone and designated "Industrial" by the Multnomah County Assessor Residential shall include property primarily in residential use or within a R1 zone All other property shall be considered Commercial Owner occupied residences and federally owned property shall be exempt.

Transportation System Development Charge (TSDC) Credits Under City Code Chapter 17.15.60, the Streetcar LID payment entitles property owners to a credit against TSDCs levied on new private development within the City The amount of the credit is a prorated share of the \$2.2 million included in the City TSDC budget for the Streetcar Project. The City shall establish a program that will offer property owners the option of either 1) retaining; or 2) surrendering the TSDC credit If a property owner elects to surrender its TSDC credit, the amount of the credit, less 10% to cover administration and financing cost, will be applied against the property owner's Streetcar LID assessment, resulting in a reduction of about 25%

Estimate of Assessment Rate There is an estimated 28,200 feet of non-exempt Streetcar Streets frontage The total Value in the LID is approximately \$1.1 billion. Not including TSDC credits described above, the Assessment is estimated to be the sum of approximately \$30.00 per foot fronting on a Streetcar Street, plus dollars per thousand dollars of Value times an estimated assessment rate for the principal land use as follows

<u>Land Use</u>	<u>Zone A</u>	<u>Zone B</u>
Regional Institutional	\$11.00	\$11.00/\$1,000 Value
Commercial	\$8.25	\$4.125
Local Institutional	\$5.50	\$2.75
Industrial	\$5.50	\$2.75
Residential	\$5.50	\$2.75

For example, a Commercial property in Zone A with a 100 foot Streetcar Street frontage and a Value of \$1 million will be assessed about \$11,250 If the property owner surrenders its TSDC credits, this assessment will be reduced to about \$8,438 or \$735 per year, if financed as described below (20 years @ 6%) A \$1 million Commercial property in Zone B will be assessed about \$3,094 or \$270 per year (20 years @ 6%) with surrendered TSDC credits

Land and Improvement Value Determination. Values used in determining the assessments shall be the true market value established by the Multnomah County Assessor at the time that the district is assessed If the value is not contained in the county records, the value shall be established by independent appraisal The district will be assessed when the project is substantially completed presently scheduled on about July 4, 2000 In the interim, the total value may change due to additional development, inflation and changes in market conditions Any increase shall be used to reduce the assessment rates and not to increase the total assessment amount

Financing The City shall arrange long-term financing of the LID Assessment and make such financing available to property owners Such financing shall be for a term of up to 20 years at interest rates estimated not to exceed 6 percent. The actual interest rate charged to property owners shall be the interest rate at which municipal bonds for the LID are sold plus the percentage markup specified in the Portland City Code

Time Limit. This petition is valid provided that the LID is formed by the City before December 31, 2000

It is understood that this Petition constitutes a commitment by the undersigned to support the formation of and participation in an LID subject to the conditions of this petition and requirements of Title 17, Portland City Code

For properties held in the following name(s) _____

Signed _____

Name _____

Address _____

Phone _____

Date _____

Direct Inquiries/Return to

Michael Powell, Chair
Streetcar LID Steering Committee
1005 W Burnside
Portland, OR 97209
(503) 228-4651

Roger Shiels, Executive Director
Portland Streetcar, Inc
115 N W First Avenue Suite 200
Portland, OR 97209
(503) 242-0084

RESOLUTION No.

35721

As Amended

Institute local improvement proceedings to assist in funding the capital cost of the Central City Streetcar Phase I Project, accept the Program Statement for the Central City Streetcar Phase I Project to comply with the requirement to file construction plans and specifications and detailed engineering estimates and declare Council's purpose and intention to undertake improvements in accordance with the Project Program Statement (Resolution)

WHEREAS, the City Council adopted the Central City Streetcar Alignment in January, 1994, and directed preliminary design and engineering on a segment of the alignment from SW Mill on SW and NW 10th and 11th Avenues, NW Northrup and Lovejoy Streets to NW 23rd Avenue (Streetcar Streets) (Phase I Project), and

WHEREAS, the Central City Streetcar is a key infrastructure project identified in the River District Development Plan to facilitate and encourage medium and high density housing which is affordable to all income levels, and

WHEREAS, the Central City 2000 Strategy recommends the implementation of the Central City Streetcar as a strategy for achieving Central City housing goals needed to implement regional growth management policies, and

WHEREAS, under the terms of the Agreement for Development between the City of Portland and Hoyt Street Properties, L L C dated September 8, 1997, the implementation of the Phase I Project will result in an increase in the minimum housing density on uncommitted properties within the Hoyt Street Yards of one unit per 2000 square feet of land (approximately 22 units per acre), and

WHEREAS, the Central City Streetcar will provide an essential link between jobs and housing, as well as to retail, entertainment, cultural, religious, medical and educational centers, and will help reduce the reliance on the automobile by providing an attractive, quiet, clean transit option, and

WHEREAS, the City Council accepted the Preliminary Design and Engineering of the Phase I Project in July, 1997, as recommended by Portland Streetcar, Inc (PSI), that specifies the major project elements, including vehicle concepts, streetcar stops and design, trackway location and track slab design, special trackwork and design to cross MAX and active rail spurs, electrification, signalization and other streetwork, and

WHEREAS, City Council initiated Final Engineering with PSI in July, 1997, a product of which will be the submittal of plans, specifications and estimates for the Phase I Project for all elements of the project and that effort now is at a 75%-90% level of completion, and

WHEREAS, the Capital Finance Plan for the Phase I Project, adopted by Council in July, 1998, includes private sector participation through a Local Improvement District in the amount of \$8 0 million, and

WHEREAS, PSI has undertaken an effort to obtain petitions from property owners in support of a Local Improvement District and, to date, has obtained signed petitions representing 62 0% of the total assessment amount and 51 1% of the total land area, showing significant support exists within the District, and

WHEREAS, the PSI petition recommends that ten percent of the total assessment amount shall be apportioned among properties based on their frontage on Streetcar Streets and the balance shall be apportioned among properties based on their principal use, a percentage of their land and improvement value and their proximity to Streetcar Streets, except for the properties within the Hoyt Street Yards which shall be assessed a lump sum of \$700,000 in accordance with the provisions of the Agreement for Development between the City and Hoyt Street Properties, L L C , and

WHEREAS, sufficient resources have been allocated to complete the improvements associated with the Phase I Project, the total capital costs of which are \$42 0 million, based on the implementation of a Local Improvement District, and

WHEREAS, Section 17 08 040 of the City Code provides for the institution of local improvement district proceedings by the City Council if it determines that an improvement is necessary and should be constructed

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Portland, a municipal corporation of the State of Oregon, that the Council acknowledges receipt of petitions from owners of more than 50% of the property within the proposed boundaries of the Local Improvement District, as set forth in Exhibit A1 attached to the original of this Resolution, and by reference made a part hereof, and deems it expedient and necessary to make the capital improvements associated with the Central City Streetcar Phase I Project, and

BE IT FURTHER RESOLVED that, because the specific project elements and the preliminary design and engineering of those elements have been accepted by the City Council, the Program Statement for the Central City Streetcar Phase I Project, as set forth in Exhibit A attached to the original of this Resolution, and by reference made a part hereof, and also as filed with the Auditor's Office, meets the requirement to procure plans, specifications and estimates for the project improvements, and

BE IT FURTHER RESOLVED a total maximum assessment amount of \$8 32 million, including actual administrative costs not to exceed \$320,000 shall be assessed as provided by the Charter and Ordinances of the City of Portland upon property specifically and peculiarly benefited thereby, which property is hereby determined and declared to be all lots, parts thereof and parcels of land, excepting federally-owned property and owner-occupied residences, within the district of the City of Portland, as set forth on the map marked Exhibit B attached to the original of this Resolution, and by reference made a part hereof, and also described as all properties within the boundaries as described below

Beginning at the intersection of SW Broadway and the I-405 Freeway, then north on SW and NW Broadway to the north right of way line of NW Lovejoy, east along the north right of way line of NW Broadway to the west line of the Portland Terminal Railroad Company right of way, northwest along the west line of the Portland Terminal Railroad Company right of way to the east end of NW Thurman at NW 14th, south on NW 14th, east to the terminus of NW Savier, south along the east line of Lots 6&7, Block 3 of Watsons Addition, west along the south line of Lot 6, Block 3 of Watsons Addition, south on NW 14th, east to the terminus of NW Raleigh, south on NW 13th, east to the terminus of NW Qumby, south on NW 12th, west on NW Pettygrove, south on NW 24th, east on NW Johnson, southerly along the I-405 Freeway to its intersection with SW Broadway

BE IT FURTHER RESOLVED that the Council does hereby determine that the character of the said improvements to be made shall be in substantial accordance with the improvements described in the Program Statement for the Central City Streetcar Phase I Project and shall include the design and construction of tracks, overhead wiring, station stops and other capital improvements, enabling Streetcar transit service from Portland State University to NW Portland, and

BE IT FINALLY RESOLVED that, notwithstanding Section 17 08 080 of the City Code, City Council directs the Portland Office of Transportation to give notice to property owners of the City's intention to form a Local Improvement District as described in the petitions received from property owners in the District, as set forth in Exhibit C attached to the original of this Resolution, and by reference made a part hereof, said notice to be in accordance with the Charter and Ordinances of the City of Portland

Adopted by the Council, **AUG 26 1998**

Commissioner Charlie Hales
Vicky Diede clm
August 20, 1998

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BARBARA CLARK
AUDITOR OF THE CITY OF PORTLAND

BY

Britta Olson

DEPUTY

- 1281

Agenda No

RESOLUTION NO

35721

Title

As Amended

Institute local improvement proceedings to assist in funding the capital cost of the Central City Streetcar Phase I Project, accept the Program Statement for the Central City Streetcar Phase I Project to comply with the requirement to file construction plans and specifications and detailed engineering estimates and declare Council's purpose and intention to undertake improvements in accordance with the Project Program Statement (Resolution)

INTRODUCED BY	Filed	AUG 20 1998
Commissioner Charhe Hales	Barbara Clark Auditor of the City of Portland	
NOTED BY COMMISSIONER	By <u>Carly Kershner</u> Deputy	
Affairs	For Meeting of _____	
Finance and Administration	ACTION TAKEN	
Safety <u>Charhe Hales</u>		
Utilities		
Works		
BUREAU APPROVAL		
Bureau Transportation Engineering & Development		
Prepared by <u>nd</u> Date Vicky Diede clm August 20, 1998		
Budget Impact Review <u>SLK</u>		
___ Completed ___ X Not Required		
Bureau Head <u>Brant Williams acting</u> Brant Williams		

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS	
			YEAS	NAYS
Consent	Regular <input checked="" type="checkbox"/>			
NOTED BY		Francesconi	Francesconi	
City Attorney		Hales	Hales	✓
City Auditor		Kafoury	Kafoury	✓
City Engineer Brant Williams <u>ff</u>		Sten	Sten	✓
Approved By		Katz	Katz	✓