

Petition for NE Alberta Street Phase I Local Improvement District

NOTICE TO PETITION SIGNERS:

If owner of a property is a corporation, the petition must be signed in the name of the Corporation by its president, secretary or manager. If the name of the owner is signed by an agent or person holding power of attorney, the agent or Attorney-In-Fact must have authority to sign.

TO THE CITY COUNCIL:

1. This petition is to create the NE Alberta Street Phase I Local Improvement District.
2. This local improvement district will construct street, stormwater and sidewalk improvements to NE Alberta Street from 76th Avenue to 79th Avenue; plus any transition work on abutting street segments, intersections, and/or adjacent property determined to be necessary by the City Engineer.
3. The general character and scope of the project is to remove the existing dirt, gravel and/or hard surface; grade streets to their proper subgrade; construct an asphaltic concrete street with an aggregate base with a half-street minimum width of 20 feet and/or a full-street maximum width of 28 feet unless a different width is determined to be necessary by the City Engineer; construct stormwater drainage facilities primarily consisting of swales; construct sidewalk, and plant street trees in most locations.
4. Properties would be assessed on an abutting linear footage basis in two assessment zones. 78.416058% of the estimated LID cost of \$984,330.59 will be apportioned to Zone A on the north side of the street for a Zone A total of \$771,873.25. 21.583942% of the estimated LID cost of \$984,330.59 will be apportioned to Zone B on the south side of the street for a Zone B total of \$212,457.34.

The undersigned, being the owner or contract purchaser of the described property set opposite my or its name, hereby petition the City Council to improve NE Alberta Street in conformity with the charter, ordinances and regulations of the City of Portland.

Petition Prepared By:

Andrew Aebi, Local Improvement District Administrator
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204
Telephone: (503) 823-5648
E-Mail: andrew.aebi@portlandoregon.gov

Signature of Property Owner(s) or Contract Purchaser(s):

Please sign here... ->

...and date -

Please sign here... ->

...and date -

Deed Holder or Contract Purchaser:

State I.D. #: Tax Acct. #: Site Address/Property Location: Estimate:

BERGLAND, BRUCE A & BERGLAND, JANIECE R

| | | | | | | | |
|-------------|-----|------------------|-----|---------------|------------|------------------|-------------|
| Total L.F.: | 100 | Assessable L.F.: | 100 | 1N2E20AD15900 | R062300330 | 4935 NE 78TH AVE | \$28,945.14 |
| Total L.F.: | 100 | Assessable L.F.: | 100 | | | Total Estimate: | \$28,945.14 |

RECEIVED
MAR 25 2010
TRANSPORTATION

EXHIBIT A

36806

Petition for NE Alberta Street Phase I Local Improvement District

NOTICE TO PETITION SIGNERS:

If owner of a property is a corporation, the petition must be signed in the name of the Corporation by its president, secretary or manager. If the name of the owner is signed by an agent or person holding power of attorney, the agent or Attorney-in-Fact must have authority to sign.

TO THE CITY COUNCIL:

1. This petition is to create the NE Alberta Street Phase I Local Improvement District.
2. This local improvement district will construct street, stormwater and sidewalk improvements to NE Alberta Street from 76th Avenue to 79th Avenue, plus any transition work on abutting street segments, intersections, and/or adjacent property determined to be necessary by the City Engineer.
3. The general character and scope of the project is to remove the existing dirt, gravel and/or hard surface; grade streets to their proper subgrade; construct an asphaltic concrete street with an aggregate base with a half-street minimum width of 20 feet and/or a full-street maximum width of 28 feet unless a different width is determined to be necessary by the City Engineer; construct stormwater drainage facilities primarily consisting of swales; construct sidewalk, and plant street trees in most locations.
4. Properties would be assessed on an abutting linear footage basis in two assessment zones. 76.445856% of the estimated LID cost of \$901,995.59 will be apportioned to Zone A on the north side of the street for a Zone A total of \$689,538.25. 23.554144% of the estimated LID cost of \$901,995.59 will be apportioned to Zone B on the south side of the street for a Zone B total of \$212,457.34.

The undersigned, being the owner or contract purchaser of the described property set opposite my or its name, hereby petition the City Council to improve NE Alberta Street in conformity with the charter, ordinances and regulations of the City of Portland.

Petition Prepared By:

Andrew Aebi, Local Improvement District Administrator
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204
Telephone: (503) 823-5648
E-Mail: andrew.aebi@portlandoregon.gov

Signature of Property Owner(s) or Contract Purchaser(s):

Please sign here... ->

...and date -

Please sign here... ->

...and date -

Steven P. Yott
6/14/2010

Deed Holder or Contract Purchaser:

State L.D. #:

Tax Acct. #:

Site Address/Property Location: Estimate:

PYCO LLC

| | | | | | | | |
|-------------|-----|------------------|-----|-----------------|------------|----------------------------|--------------|
| Total L.F.: | 448 | Assessable L.F.: | 448 | 1N2E20A 200 | R942201060 | N SIDE/7700 BLOCK NE ALB | \$327,585.51 |
| Total L.F.: | 334 | Assessable L.F.: | 334 | 1N2E20AA 1300 | R942200020 | S SIDE/7900 BLOCK NE KILLI | \$244,226.70 |
| Total L.F.: | 161 | Assessable L.F.: | 161 | 1N2E20AB 9200 | R942200630 | SE COR/ 74TH & NE ROSELA | \$117,726.04 |
| Total L.F.: | 943 | Assessable L.F.: | 943 | Total Estimate: | | | \$689,538.25 |

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JUN 16 2010

TRANSPORTATION

36806

Petition for NE Alberta Street Phase II Local Improvement District

NOTICE TO PETITION SIGNERS:

If owner of a property is a corporation, the petition must be signed in the name of the Corporation by its president, secretary or manager. If the name of the owner is signed by an agent or person holding power of attorney, the agent or Attorney-In-Fact must have authority to sign.

TO THE CITY COUNCIL:

1. This petition is to create the NE Alberta Street Phase II Local Improvement District.
2. This local improvement district will construct street, stormwater and sidewalk improvements to NE Alberta Street from 79th Avenue to 82nd Avenue of Roses; plus any transition work on abutting street segments, intersections, and/or adjacent property determined to be necessary by the City Engineer.
3. The general character and scope of the project is to remove the existing dirt, gravel and/or hard surface; grade streets to their proper subgrade; construct an asphaltic concrete street with an aggregate base; construct stormwater drainage facilities primarily consisting of swales; construct sidewalk, and plant street trees in most locations.
4. Properties would be assessed on an abutting linear footage basis.

RECEIVED
MAR 22 2010
TRANSPORTATION

The undersigned, being the owner or contract purchaser of the described property set opposite my or its name, hereby petition the City Council to improve NE Alberta Street in conformity with the charter, ordinances and regulations of the City of Portland.

Petition Prepared By:

Andrew Aebi, Local Improvement District Administrator
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204
Telephone: (503) 823-5648
E-Mail: andrew.aebi@portlandoregon.gov

Signature of Property Owner(s) or Contract Purchaser(s):

Please sign here... ->

...and date -

Please sign here... ->

...and date -



3/17/10

Deed Holder or Contract Purchaser:

State I.D. #:

Tax Acct. #:

Site Address/Property Location: Estimate:

VISTA HOSPITALITY LLC

| | | | | | | | |
|-------------|-----|------------------|-----|-----------------|------------|------------------|--------------|
| Total L.F.: | 187 | Assessable L.F.: | 187 | 1N2E20AD 100 | R942200530 | 4911 NE 82ND AVE | \$127,822.73 |
| Total L.F.: | 187 | Assessable L.F.: | 187 | Total Estimate: | | | \$127,822.73 |

NE ALBERTA STREET PHASE I LOCAL IMPROVEMENT DISTRICT
Substitute Assessment Worksheet
 Prepared by the Local Improvement District Administrator on 7/29/10

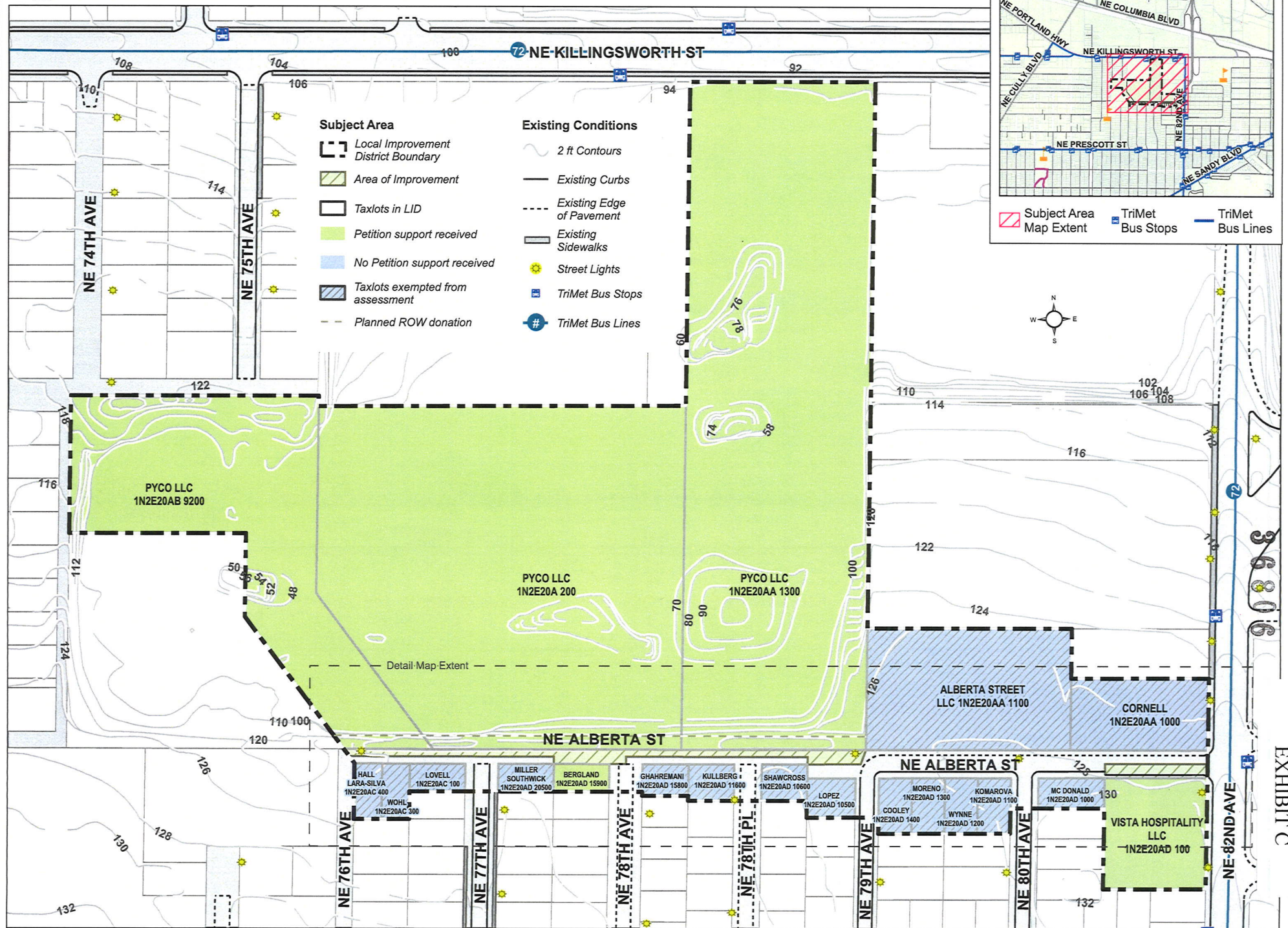
| STATE ID | RNO | PROPERTYID | OWNER | SITE ADDRESS | Linear Feet | | % | % | Estimate | RMV | Ratio | Notes |
|--|------------|------------|---|---------------------------------------|--------------|--------------|-------------|------|---------------------|-----------------------|------------|-------|
| Actual | Assessable | Zone | Project | | | | | | | | | |
| Petition Support - North Side of Street West of NE 79th Avenue (Zone A) | | | | | | | | | | | | |
| 1N2E20A 200 | R942201060 | R318219 | PYCO LLC | N SIDE/7700 BLOCK NE ALBERTA ST | 448 | 448 | 47.5% | | \$327,585.51 | \$504,090.00 | 1.5 | W |
| 1N2E20AA 1300 | R942200020 | R318154 | PYCO LLC | S SIDE/7900 BLOCK NE KILLINGSWORTH ST | 334 | 334 | 35.4% | | \$244,226.70 | \$587,650.00 | 2.4 | W |
| 1N2E20AB 9200 | R942200630 | R318181 | PYCO LLC | SE COR/ 74TH & NE ROSELAWN ST | 161 | 161 | 17.1% | | \$117,726.04 | \$294,210.00 | 2.5 | W |
| Petition Support - South Side of Street West of NE 79th Avenue (Zone B) | | | | | | | | | | | | |
| 1N2E20AD 15900 | R062300330 | R113512 | BERGLAND, BRUCE A & BERGLAND, JANIECE R | 4935 NE 78TH AVE | 100 | 100 | 100.0% | | \$28,945.14 | \$221,340.00 | 7.6 | |
| Petition Support - East of NE 79th Avenue (Zone C) | | | | | | | | | | | | |
| 1N2E20AD 100 | R942200530 | R318173 | VISTA HOSPITALITY LLC | 4911 NE 82ND AVE | 187 | 187 | 100.0% | | \$127,822.73 | \$1,569,880.00 | 12.3 | |
| Waiver Support | | | | | | | | | | | | |
| None | | | | | | | | | | | | |
| Government Support | | | | | | | | | | | | |
| None | | | | | | | | | | | | |
| Withdrawn Petition Support | | | | | | | | | | | | |
| None | | | | | | | | | | | | |
| No Support - North Side of Street West of NE 79th Avenue (Zone A) | | | | | | | | | | | | |
| None | | | | | | | | | | | | |
| No Support - South Side of Street West of NE 79th Avenue (Zone B) | | | | | | | | | | | | |
| 1N2E20AC 400 | R062300310 | R113511 | HALL, CHERI L & LARA-SILVA, FREDDY | 4934 NE 76TH AVE | 50 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AC 300 | R062300290 | R113510 | WOHL, WALBURGA | 7616 NE ALBERTA ST | 50 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AC 100 | R062300010 | R113496 | LOVELL, MICHELE R | 4925 NE 77TH AVE | 100 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 20500 | R062300630 | R113527 | MILLER, TODD & SOUTHWICK, ANGELA M | 4934 NE 77TH AVE | 100 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 15800 | R062300650 | R113528 | GHAHREMANI, SHAHRAM | 4934 NE 78TH AVE | 83 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 11600 | R942201720 | R318276 | KULLBERG, MICHAEL C | 4933 NE 78TH PL | 82 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 10600 | R942202070 | R318311 | SHAWCROSS, JEANNETTE C | 4932 NE 78TH PL | 82 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 10500 | R942201320 | R318244 | LOPEZ, MARTIMIANO F | 4929 NE 79TH AVE | 87 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| No Support - East of NE 79th Avenue (Zone C) | | | | | | | | | | | | |
| 1N2E20AA 1000 | R942201200 | R318232 | CORNELL, STEPHEN R | 5001 NE 82ND AVE | 250 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AA 1100 | R942202450 | R318343 | ALBERTA STREET LLC | 7945 NE ALBERTA ST | 370 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 1000 | R374600810 | R178638 | MC DONALD, AGNES C | 8014 NE ALBERTA ST | 120 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 1100 | R374600490 | R178622 | KOMAROVA, LIYA & KOMAROVA, MARIYA A | 7942 NE ALBERTA ST | 60 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 1200 | R374600510 | R178623 | WYNNE, BRADLEY A & GOLDA | 7934 NE ALBERTA ST | 60 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 1300 | R374600530 | R178624 | MORENO, FIDEL G | 7918 NE ALBERTA ST | 60 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| 1N2E20AD 1400 | R374600550 | R178625 | COOLEY, CHERI D | 4928 NE 79TH AVE | 60 | 0 | 0.0% | 0.0% | \$0.00 | n.m. | n.m. | |
| TOTAL: | | | | | | | 0.0% | | \$846,306.12 | \$3,177,170.00 | 3.8 | |
| 3 | 0.0% | | Petition Support - North Side of Street West of NE 79th Avenue (Zone A) | | 943 | 943 | 100.0% | 0.0% | \$689,538.25 | \$1,385,950.00 | 2.0 | |
| 1 | 0.0% | | Petition Support - South Side of Street West of NE 79th Avenue (Zone B) | | 100 | 100 | 100.0% | 0.0% | \$28,945.14 | \$221,340.00 | 7.6 | |
| 1 | 0.0% | | Petition Support - East of NE 79th Avenue (Zone C) | | 187 | 187 | 100.0% | 0.0% | \$127,822.73 | \$1,569,880.00 | 12.3 | |
| 0 | 0.0% | | Waiver Support | | 0 | 0 | 0.0% | 0.0% | \$0.00 | \$0.00 | n.m. | |
| 0 | 0.0% | | Government Support | | 0 | 0 | 0.0% | 0.0% | \$0.00 | \$0.00 | n.m. | |
| 5 | 0.0% | | Total Support | | 1,230 | 1,230 | 0.0% | | \$846,306.12 | \$3,177,170.00 | 3.8 | |
| 0 | 0.0% | | Withdrawn Petition Support | | 0 | 0 | 0.0% | 0.0% | \$0.00 | \$0.00 | n.m. | |
| 0 | 0.0% | | No Support - North Side of Street West of NE 79th Avenue (Zone A) | | 0 | 0 | 0.0% | 0.0% | \$0.00 | \$0.00 | n.m. | |
| 8 | 0.0% | | No Support - South Side of Street West of NE 79th Avenue (Zone B) | | 634 | 0 | 0.0% | 0.0% | \$0.00 | \$0.00 | n.m. | |
| 7 | 0.0% | | No Support - East of NE 79th Avenue (Zone C) | | 980 | 0 | 0.0% | 0.0% | \$0.00 | \$0.00 | n.m. | |
| 20 | 0.0% | | Total | | 2,844 | 1,230 | 0.0% | | \$846,306.12 | \$3,177,170.00 | 3.8 | |

Notes: W - Property is waived and/or property has deed restriction in favor of street improvements



NE Alberta Street Phase I LID Map

0 50 100 Feet





CITY OF
PORTLAND
OFFICE OF
TRANSPORTATION

EXHIBIT D

36806



Sam
Adams
Commissioner

Susan D.
Keil
Director

August 4, 2010

MEMORANDUM TO COUNCIL

Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk and stormwater improvements from NE 76th Ave to NE 79th Ave and from 120 feet east of NE 80th Ave to NE 82nd Ave of Roses in the NE Alberta Street Phase I Local Improvement District (Resolution; C-10037)

The purpose of this memorandum is to forward to Council a letter received from a property owner regarding this agenda item. The Local Improvement District Administrator's response is summarized in Section I below. The neighborhood association's response is summarized in Section II below.

I. SPECIFIC RESPONSES OF THE LOCAL IMPROVEMENT DISTRICT ADMINISTRATOR TO THE LETTER FILED BY ANGELA SOUTHWICK AND TODD MILLER.

A letter was received on July 12, 2010, from Angela Southwick and Todd Miller, owners of the property with State ID #1N2E20AD 20500, Tax Account #R062300630, Property ID #R113527, legal description BEDFORD PK, BLOCK 2, LOT 31&32 at 4934 NE 77th Avenue (see Attachment 1).

ISSUES RAISED BY THE LETTER

Issue No. 1: Development north of NE Alberta Street will trigger street improvements without using the LID program.

Findings:

- a) These required improvements could be constructed via a permit job in lieu of by a local improvement district (LID); however, the City of Portland only issues permits to a single property owner or entity; and would not collectively do so to the three (3) property owners participating in this LID.
- b) However, the LID allows for more transportation improvements to be constructed beyond what is being required. It also provides greater certainty that the improvements will

An Equal
Opportunity
Employer

actually be constructed, since the City of Portland will take responsibility for designing and arranging for construction of the project.

- c) The City will recover all direct costs of this project. It is difficult to square the statement that “this is a waste of time and City resources” when the Bureau of Transportation has had longstanding requests to improve this particular street as well as other dirt and gravel and substandard streets within the Cully Association of Neighbors’ boundary.

Issue No. 2: Street improvements should be prioritized based on the level of use.

Findings:

- a) LIDs generally move forward in the order that property owners tender majority petition support in favor of an LID. Since the City of Portland recovers all direct costs of the project, there is no reason to “prioritize” an LID-funded street project per se.
- b) Delaying construction to some future date not only adds costs of inflation to property owners, but also results in additional staff costs of outreach in developing an updated cost estimate in the future, repetition of the LID, and answering inquiries about property owners’ responsibility to provide interim maintenance on dirt and gravel streets.
- c) Ms. Southwick and Mr. Miller mention that NE Alberta Street “dead ends into a dog park.” This is the site of Sacajawea Park. Completion of this project will provide an important vehicle and pedestrian connection to this park site at no cost to Portland Parks and Recreation. Given the proximity of the park site to NE 82nd Avenue of Roses, a major arterial and state highway served with a higher frequency of service than any other Tri-Met bus line, improvement to this local street is especially important.

Issue No. 3: It is much safer to walk down the middle of NE Alberta Street than NE 82nd Avenue of Roses. Improvements should be made to NE 82nd Avenue of Roses before NE Alberta Street.

Findings:

- a) This project will construct a sidewalk on one side of the street on NE Alberta Street so that pedestrians are safely separated from vehicle traffic.
- b) Infill sidewalk improvements are slated to be constructed on NE 82nd Avenue of Roses as part of a separate project. Although the funding issue is now moot, LID funds targeted to NE Alberta Street cannot be reallocated to NE 82nd Avenue of Roses. If the Substitute resolution is adopted, new sidewalk will be constructed on NE Alberta Street to connect to this new sidewalk, with only a small gap between NE 79th Avenue and west of midblock NE 80th Avenue – NE 82nd Avenue of Roses.

Issue No. 4: Community Development Block Grant (CDBG) funding should be applied towards this project.

Findings:

- a) CDBG funding has been an effective funding tool to enhance neighborhood livability. The last CDBG-funded project Citywide was the SE 128th Avenue LID (from Foster Road to north of Lydia Court) for which final assessment was made on December 15, 2004. The last CDBG-funded project in the Cully neighborhood was the NE 55th Avenue & Ainsworth Street LID for which final assessment was made on July 28, 1999.
- b) Federal CDBG funds have been targeted by the City of Portland for affordable housing projects and are currently not available for street improvement projects.

Issue No. 5: Paving half a street seems impractical.

Findings:

- a) This project will pave more than half of a street. The minimum street width will be 20 feet per Fire Bureau standards. The maximum street width will be 28 feet. Therefore at least 71% of the eventual street width will be constructed now, not 50%.
- b) The Bureau of Transportation prefers full, curb-to-curb street improvements over partial street improvements. However, the 20' minimum width is commonly constructed under permit jobs Citywide, so partial street improvements is not a new practice. The minimum 20' width will allow for two-way traffic on pavement if, as anticipated, there is no parking allowed on the north side of NE Alberta Street west of NE 79th Avenue. The level of maintenance required for the new 20' of pavement will be considerably less than having to frequently grade and gravel a 20' width of dirt and gravel.

Issue No. 6: I am dissatisfied with the service of the Local Improvement District Administrator.

Findings:

- a) As was communicated to Ms. Southwick and Mr. Miller at the February 16, 2010 property owner meeting, the LID Administrator is charged under City Code with circulating LID petitions upon property owner request.
- b) As was also communicated at the February 16, 2010 property owner meeting, the decision as to the scope of an LID project, as well as the decision to move forward, is a policy decision of City Council, not of the LID Administrator.

Issue No. 7: There are benefits of natural speed bumps.

Findings:

- a) Potholes are hazardous and are not recommended as traffic calming tools.
- b) Traffic volumes and speeds can be evaluated after paving is complete. If warranted, speed bumps could be installed on NE Alberta Street. The decision to install speed bumps would be the sole prerogative of the City Traffic Engineer.
- c) Curb extensions will be constructed as part of this project, which offer an additional measure of traffic calming.

Issue No. 7: Assessments for LIDs should be spread to nonabutting property owners; e.g., a half block from the street being improved.

Findings:

- a) If the Substitute resolution is adopted by Council, Ms. Southwick's and Mr. Miller's assessment would be zero and their financial obligation for street improvements would be deferred into the future. Under this "halo" LID proposal, Ms. Southwick and Mr. Miller would not receive frontage improvements, but would be asked to help contribute towards this phase of street improvements and again in the future when the south side of the street is improved.
- b) Most of the north-south streets connecting to NE Alberta Street between NE 76th Avenue and NE 82nd Avenue of Roses are substandard, so property owners on these streets, most of whom are not financially participating in this LID, will be subject to financially contributing to a future LID.

Issue No. 8: Paving the south side of NE Alberta Street would pose a financial burden on my household and would push us into foreclosure.

Finding:

- a) If the Substitute resolution is adopted by Council, Ms. Southwick's and Mr. Miller's assessment for this LID would be zero.

**II. RESPONSE OF THE CULLY ASSOCIATION OF NEIGHBORS TO THE LETTER
FILED BY ANGELA SOUTHWICK AND TODD MILLER.**

The Cully Association of Neighbors was copied on this letter to Council members (see Attachment 1), and an e-mail reply was provided to Ms. Southwick and Mr. Miller on July 22, 2010 (see Attachment 2).

III. RECOMMENDATION

Section 17.08.060 of City Code does not provide for submission of remonstrances against initiation of local improvement district formation proceedings; therefore the letter (see Attachment 1) does not count as a remonstrance. It is the recommendation of the Local Improvement District Administrator that the City Council pass this resolution and initiate local improvement district formation proceedings to form the NE Alberta Street Phase I Local Improvement District on August 4, 2010.

Respectfully submitted,



Andrew H. Aebi
Local Improvement District Administrator

Angela Southwick & Todd Miller
4934 NE 77th Avenue
Portland OR 97218

Thursday, July 8, 2010

Mayor Sam Adams
1221 SW Fourth Avenue, Room 340
Portland, Oregon 97204-1994

RECEIVED
JUL 12 2010
TRANSPORTATION

36806

Dear Mayor Adams,

We are writing to you to oppose the Local Improvement District proposal on NE Alberta between NE 76th Avenue and NE 82nd Avenue as currently proposed by the LID Administrator Andrew Aebi. We urge you to carefully consider the points presented below, discuss the issue with your fellow commissioners, and ultimately vote no on this proposal.

Development North of Alberta will trigger street improvements without using LID program.

The property on the North side of Alberta is zoned EG2h, however, the property is undeveloped. This property, when developed, would trigger the street improvement. Since developing the property will trigger the street improvements, there is no reason to go through an LID process instead of the normally required development process. In our opinion, this is a waste of time and City resources. The City of Portland's website indicates "EG2 areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street. EG2 zoned lands will generally be on larger areas than those zoned EG1." The letter "h" indicates a height overlay because we are located close to the airport.

Street improvements should be prioritized based on the level of use.

The City of Portland has limited resources, so the City asks abutting property owners to pay for street improvements when the street does not meet City standards. However, the City should prioritize the improvements based on level of use. Alberta dead ends into a dog park and then connects to 82nd Avenue, a major city street which does not have sidewalks at Alberta. It is much safer to walk down the middle of Alberta than 82nd. Though the property owners abutting Alberta would be paying much of the costs, City resources would be allocated—or prioritized—toward a small side street if the Alberta improvements are approved. Improving streets like 82nd should come before streets like Alberta. (The City of Portland did come to us with this proposal, not my neighbors.)

Funding source left off the table.

We asked several times about alternative funding and financing options during this initial process. Just today, we read on Portland Maps that we live in a "low-moderate income" neighborhood which gives our neighborhood access to Community Block Grant Entitlement Communities Grant. There are many, many more unimproved streets in my neighborhood—beyond the few blocks near my house—which would benefit from this block grant if the city applied for the funding. The website listed below indicates that these funds can be used for the "construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes." These funds were never mentioned as part of this process. Were any others omitted?
<http://www.hud.gov/offices/cpd/communitydevelopment/programs/entitlement/index.cfm>

Paving half a street?

This was not explained to our satisfaction. Paving half a street seems impractical. The street will deteriorate faster, wasting the initial investment. Are there other problems associated with this strategy?

Dissatisfied with the service of the LID Administrator

The LID Administrator has been less than helpful in answering questions and providing enough

information to make an informed decisions. If we do not receive answers now, and are getting passed off to other people after he promised to find answers, how can we be certain how an LID project would move forward effectively in the future? We stopped asking questions because of our frustrations.

There are benefits of natural speed bumps.

Improving Alberta would increase cut through traffic from 82nd Avenue and increase speeding past our home. Alberta is rarely used at present and serves as a pleasant side street.

A weakness exists in the current LID program.


It is our understanding that property owners abutting unimproved streets are charged for the improvements because the City of Portland assumes that the cost of the house would have included the street improvements if done when the house was originally built. This assumption is overlooking the fact that many areas were developed as subdivisions, including the area near this portion of NE Alberta. The cost of the street improvements would have been spread out to the entire subdivision, not simply the properties abutting the street. We would be interested in seeing new language included in this program that spreads the cost of street improvements to a broader base of properties—perhaps half a block from where the street improvements are proposed. This would make street improvements more affordable, spreading out the costs to other nearby residents that would also benefit from improvements. We feel that if street improvements are a priority of the City of Portland, the City should find the resources to cover the cost of improvements. However, if this is not going to happen, the City should consider this and other ideas to improve the fairness and equity of the LID program.

In uncertain economic times, it is inappropriate to place an undue burden on struggling property owners. Paving the South side of Alberta would pose a financial burden on my household.

- The proposed \$225 per month cost, if obtaining a loan from the City of Portland, is almost 40% of our monthly mortgage payment for our small 704 square foot home.
- Interest payments to the City of Portland is not tax deductible, however, a business owner—like the owner of the property on the North side of Alberta—can deduct the entire project costs as a business expense.
- We just purchased our home last November, and do not have the equity available in our home to finance an additional loan for street repairs nor the sufficient savings to pay for them directly.
- It is my understanding that a lien on our home would handicap our ability to sell our home in the future.
- Our neighbor's house, also bordering Alberta, is already in foreclosure. Proposing these additional costs now would push us toward foreclosure. We've not even lived here one year. We do not believe this to be your intent or the intent of the other distinguished council members.

Please consider these comments and suggestions and vote no on the proposal before you. Perhaps some of these suggestions could improve the process and the street improvements beyond the street improvements currently being presented to us and our neighbors. If you have any questions, please feel free to contact us at angela.southwick@comcast.net.

Sincerely,


Angela Southwick

Todd Miller



CC: Andrew Aebi, LID Administrator; Commissioner Amanda Fritz; Commissioner Nick Fish; Commissioner Dan Saltzman; Commissioner Randy Leonard; Kathy Fuerstenau, Cully Association of Neighborhoods; Laura Young, Cully Association of Neighborhoods

Aebi, Andrew

From: Laura Young [laurayoung411@hotmail.com]
Sent: Thursday, July 22, 2010 6:04 PM
To: Aebi, Andrew
Subject: FW: Proposed NE Alberta Street Phase I Local Improvement District (LID)

Hi Andrew,

I am forwarding my reply to Ms. Southwick - just fyi.

Thanks for your help today.

Laura

From: laurayoung411@hotmail.com
To: angela.southwick@comcast.net
Subject: Proposed NE Alberta Street Phase I Local Improvement District (LID)
Date: Thu, 22 Jul 2010 17:51:39 -0700

Dear Angela,

Thank you for your letter regarding the Proposed NE Alberta Street Phase I Local Improvement District (LID). I hope you will find the following information helpful.

While eventual development of the North side of street would trigger some improvement, the owner of the North side property would not be required to pay for homeowners' sidewalks on the South side of the street. In effect, the improvements the land owner is willing to pay for now are similar in scope to the improvements that could possibly be required in the event of future development. This being said, it could be years or even decades before development of this nature occurs. What we have today is the opportunity to improve livability for the entire community by providing a safe and accessible route through the neighborhood between 76th and 82nd Avenues.

In general I suspect that improvements are prioritized by level of use and urgency of need, etc. when funded by the public. In the case of LID's however nearly any group of property owners can form an LID for their mutual benefit. In this particular case it is my understanding that the property owners on the South side have the opportunity to benefit from the street improvement being paid for primarily by the property owner on the North side while retaining the right to opt out of paying for improvements such as sidewalks and curbs for the North side property frontages. Again, homeowners will incur NO COST if they choose to opt out of improvements to their property frontages.

In addition, being a resident of Cully I can certainly appreciate the "country" feel living on or near an old dirt road provides. However it is often the case that needs of the many must outweigh the preferences of the few. In point of fact, Alberta Street does not dead end into a dog park but rather Sacajawea Park which offers an off-leash area in addition to other amenities to be utilized by the community. Sacajawea Park is also adjacent to the Sacajawea Head Start campus. There are approximately 140 preschool children and families utilizing this head start program on a daily basis during the school year who desperately need and are entitled to safe pedestrian routes to school. The completion of the North side street improvements will provide the only paved route with a sidewalk to the park and school East of 76th up to 82nd Avenue and South of Alberta to Prescott. In addition to the needs of children and families there is also a need to provide

7/28/2010

safe and reliable access to the neighborhood for police, fire and medical services for the benefit of all members of the community and with improvements underway at the park we may also expect more pedestrian traffic in the future and the need for more surveillance and accessibility to the park.

I would like to applaud your efforts to locate funding sources for the benefit of the community. The grant you mentioned offers a wide range of economic and community improvement possibilities. However it does not appear to be available to individual homeowners but rather communities "...having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community where other financial resources are not available to meet such needs." So with other funding available in this particular situation the criteria for an award appears not to have been met. If you have an interest in grant writing you might consider forming a community group with your neighbors to pursue grant funding for sidewalks for the entire South side of the LID area. It might take years of work, much like this project did, but in the end it will be well worth the effort.

Finally, I am sure you will be pleased and relieved to know that the street will not be half-paved. The North side of the street will have a sidewalk and the street will be paved approximately 20' wide throughout the proposed area of the LID. I believe parking on the North side will be prohibited allowing for two-way traffic. There will also most likely be a gravel shoulder approximately 8' wide on the South side for homeowners that have elected to opt out of the LID.

Thanks again for contacting me and I hope this information will allay your concerns and help you to weigh the pros and cons of this project to your satisfaction.

Sincerely,

Laura Young
CAN Member at Large, Transportation
laurayoung411@hotmail.com

The New Busy is not the old busy. Search, chat and e-mail from your inbox. [Get started.](#)

The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. [Get busy.](#)