

**NE 97<sup>TH</sup> AVE GREEN ST LID & NE 136<sup>TH</sup> AVE PHASE 1 LID**

**KODIAK PACIFIC CONSTRUCTION CONTRACT**

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Gordon Jones	9837 NE Irving St. #.302 PDX 97220	gordoncjones@gmail.com

186017

Submitted by  
Gordon Jones  
5/08/2013

## HISTORY OF THE PUBLIC / PRIVATE PARTNERSHIP FOR CONSTRUCTION OF NE 97<sup>TH</sup> AVE. MODEL GREEN STREET, NE EVERETT COURT & THE PROPOSED ROSE EAST & ROSE WEST APARTMENTS

- Property Assemblage began 2004
- Gateway Street Grid Plan Adopted 2005
- PDC, BES & PBOT Commitment to improve streets Apr, 2006
- Letter Agreement w/ PDC DOS Grant for Green Streets May, 2006
- OTAK Designs NE 97<sup>th</sup> Ave. under DOS grant w/ City Jun, 2006
- Discussions with PBOT Re: Dedication / Design Jul, 2006
- First Project Application for Design Advice Hearing Jan, 2007
- BES introduces Green Street Design Jan, 2007
- Central Gateway Development Strategy Report Jul, 2007
- Gateway Green Streets Master Plan (BES) Feb, 2008
- Early Assistance Application w/ City Dec, 2008
- BES Grant of \$417,000 for model Green Street. 2009
- PDC Grant of \$302,000 for NE 97<sup>th</sup> & Everett Plc. 2009
- LID formed by PBOT to complete Street Funding Feb, 2010
- Applicant Dedicates ROW for NE 97<sup>th</sup>, 99<sup>th</sup> & Everett Plc July, 2010
- NE 97<sup>th</sup> Avenue completed Nov, 2012
- NE Everett Court completed Mar, 2013

### DEVELOPMENT TIME LINE

- Design Review Approval Jun, 2012
- Complete Construction Drawings & Submit for Permit May, 2013
- Pull Permit and Begin Construction Jul, 2013

- Construction Complete

Jun, 2014

This process has resulted in two new streets in the Gateway Urban Renewal District; the reconstruction of NE 97<sup>th</sup> Ave. to a model Green Street, and the connection of NE 97<sup>th</sup> Ave. and NE 99<sup>th</sup> Ave. with the new NE Everett Court. The streets were paid for through a partnership between PDC, BES, PBOT, the LID participants and the Developer, Gordon Jones (now Rose Holdings, LLC). The City employees mentioned below attended countless meetings and committed their time, expertise and energies to seeing this project through from a vision to reality. It required a great deal of collaboration and risk by all of the parties, but will result in new private sector development that will ultimately return property taxes to the Urban Renewal District, and will provide a funding model for future private sector development projects in Gateway.

These City employees played key roles in this successful effort and should be recognized for their professionalism and commitment:

**Portland Development Commission:**

**Sarah King** – an early advocate, she helped to secure the DOS grant that funded the original street design efforts.

**Justin Douglas** - championed this project from its inception and was instrumental in securing the PDC grant that helped pay for construction (see attached letter July 9, 2012).

**Sue Lewis** – Supported and remained committed to the successful completion of the project and PDC's participation.

**Bureau of Environmental Services:**

**Emily Hauth** – was the key to obtaining the Green Street Designation and BES grant for NE 97<sup>th</sup> Ave.

**Portland Bureau of Transportation:**

**Bob Haley** – worked on this project for nearly a decade, and was the leader in finding creative solutions that will implement the first new street in Gateway’s Street Plan since it’s adoption in 2004.

**Andrew Aebi** – managed to get 100% participation of property owners for the LID, and then managed the project through many difficult obstacles to its successful completion. Andrew was without question the catalyst for the project, even convincing ODOT to contribute to the project. (see attached letter June 25, 2012)

**John Wood** – was the “on the ground” project manager that pulled together the engineers, utilities, TriMet and contractor, and was the calming force that made it all happen.

I want to extend my sincere thanks and appreciation to the Portland City Commissioners for their role in helping private development find a way to invest in the Gateway Urban Renewal District. And we look forward to working with this Council to stimulate more significant projects in Gateway.

Best Regards,



Gordon C. Jones



www.pdc.us

July 9, 2012

186017

Portland Design Commission

RE: LU 11-178731 DZM

J. Scott Andrews  
*Commission Chair*

Aneshka Dickson  
*Commissioner*

John C. Mohlis  
*Commissioner*

Steven Straus  
*Commissioner*

Charles A. Wilhoite  
*Commissioner*

Sam Adams  
*Mayor*

Patrick Quinton  
*Executive Director*

Dear Members of the Portland Design Commission:

This letter is to express strong support for Gateway Gardens (318 NE 97<sup>th</sup> Avenue) in the Gateway Regional Center Urban Renewal Area (URA). When built, this project, whose size and scale are entirely appropriate for the district, will be a marked improvement of current conditions in an area starved for private investment. As you know, the policy for Gateway, a Metro-designated Regional Center, is to become a dense, mixed-use district with buildings from four to ten stories in height, so Gateway Gardens is a huge step in the right direction.

While PDC is no longer involved in housing, staff has worked with Gordon Jones for many years. Gordon has volunteered countless hours participating on advisory committees offering his unique perspective on redevelopment issues in URA. In fact, Gordon is one of the few developers to successfully implement projects within the past decade with projects such as Gateway Arbors and Gateway Towers. He is committed to making projects work in Gateway and should be commended.

Gateway Gardens is a true public/private partnership. PDC, the City of Portland's Bureau of Environmental Services, and the Oregon Department of Transportation have all invested public funds in improvements to NE 97<sup>th</sup> Avenue and the multi-use trail. Significantly, property owners along NE 97<sup>th</sup> Avenue approved a Local Improvement District to share in the costs of the street work. Not only has Gordon put together a project that can be financed, built, and integrate into the neighborhood, he has dedicated significant property to the future NE Everett Place. This is a cost to him and the project that benefits the public, and will ultimately be the first new local street segment built since the Gateway Master Street Plan was adopted in 2004.

Finally, I would recommend that the members of the Commission consider taking a field trip to Gateway to understand the conditions for redevelopment, I would be happy to be the tour guide.

I highly recommend the Commission approve Gateway Gardens.

Sincerely,

Justin Douglas  
Senior Project Manager  
Neighborhood Division

cc: Ms. Sara King, PDC Neighborhood Team Manager  
Ms. Sue Lewis, PDC Project Coordinator

JBD/jbd

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CITY OF  
**PORTLAND**  
BUREAU OF  
**TRANSPORTATION**



186017

Sam Adams  
Mayor

Tom Miller  
Director

**DATE:** June 25, 2012

**TO:** Chris Caruso, City Planner

**COPY:** Bob Haley, Bureau of Transportation  
Sue Lewis, Portland Development Commission  
Emily Hauth, Bureau of Environmental Services  
Shelli Romero, Oregon Department of Transportation  
Arlene Kimura, Hazelwood Neighborhood Association  
Gordon Jones, Gateway Gardens

**FROM:** Andrew Aebi, Local Improvement District Administrator & NE 97th Avenue Green Street LID Project Manager *AA*

**RE:** **NE 97th Avenue Green Street LID: Pending Design Commission Approval of Gateway Gardens (LU 11-178731 DZM / PC #11-159632)**

This memo is in response to your suggestion of June 21st that I provide a transportation context to the above-referenced pending case before the Design Commission. The project site is located in both the Gateway Urban Renewal Area and in the Hazelwood Neighborhood Association. This area has significant potential from the standpoint of location. It is served by three light rail lines (Blue, Green and Red MAX) and also has excellent bus service, with ten bus lines including two frequent service routes. Two interstate freeways bisect the area. Despite these attractive aspects, development has been constrained by the following:

- 4.9% of Gateway URA streets (14.8% in Hazelwood) lack curbs, drainage and sidewalks
- 1.4% of Gateway URA streets (2.2% in Hazelwood) are unpaved
- Gateway in particular significantly lacks adequate east-west street connections.

The Bureau of Transportation has formed partnerships in this area to rebuild NE 97th Avenue and to construct a new NE Everett Place. Below is a recap of how these partnerships are addressing transportation challenges in this area.

**1. Freeway Abutting Local Streets (NE 97th Avenue)**

Interstate 205 provides easy access to Gateway Gardens and nearby areas. But in the case of NE 97th Avenue, the freeway precludes development potential on the west side of the street. Therefore in the absence of partnerships, properties on the east side of the street would have to bear a disproportionate burden for infrastructure improvements. However ODOT is funding much-needed improvements to the I-205 multiuse path and has allowed new sidewalk to be constructed in its right-of-way. The path and sidewalk improvements are complete. The Portland Development Commission (PDC) provided tax increment financing (TIF) to ameliorate the effects that freeway abutment would otherwise have on LID assessments.

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To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW 5th Ave, Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.

710081

**2. Substandard Infrastructure (NE 97th Avenue)**

Prior to formation of the LID, NE 97th Avenue had center strip paving but no curbs, drainage or sidewalks (e.g., among the 4.9% of streets in the Gateway URA fitting this criteria). Property owners are funding the NE 97th Avenue Green Street LID with funding by PDC and the Bureau of Environmental Services (BES). The Gateway Gardens property receives the greatest benefit from these infrastructure improvements and therefore has the greatest share of the NE 97th Avenue Green Street LID costs as well. These LID costs will be imposed on the Gateway Gardens property irrespective of when development occurs based on future and potential benefit. Blight has already been significantly ameliorated in this area, and there was significant City Council testimony in favor of the LID when it was first brought to Council on April 28, 2010.

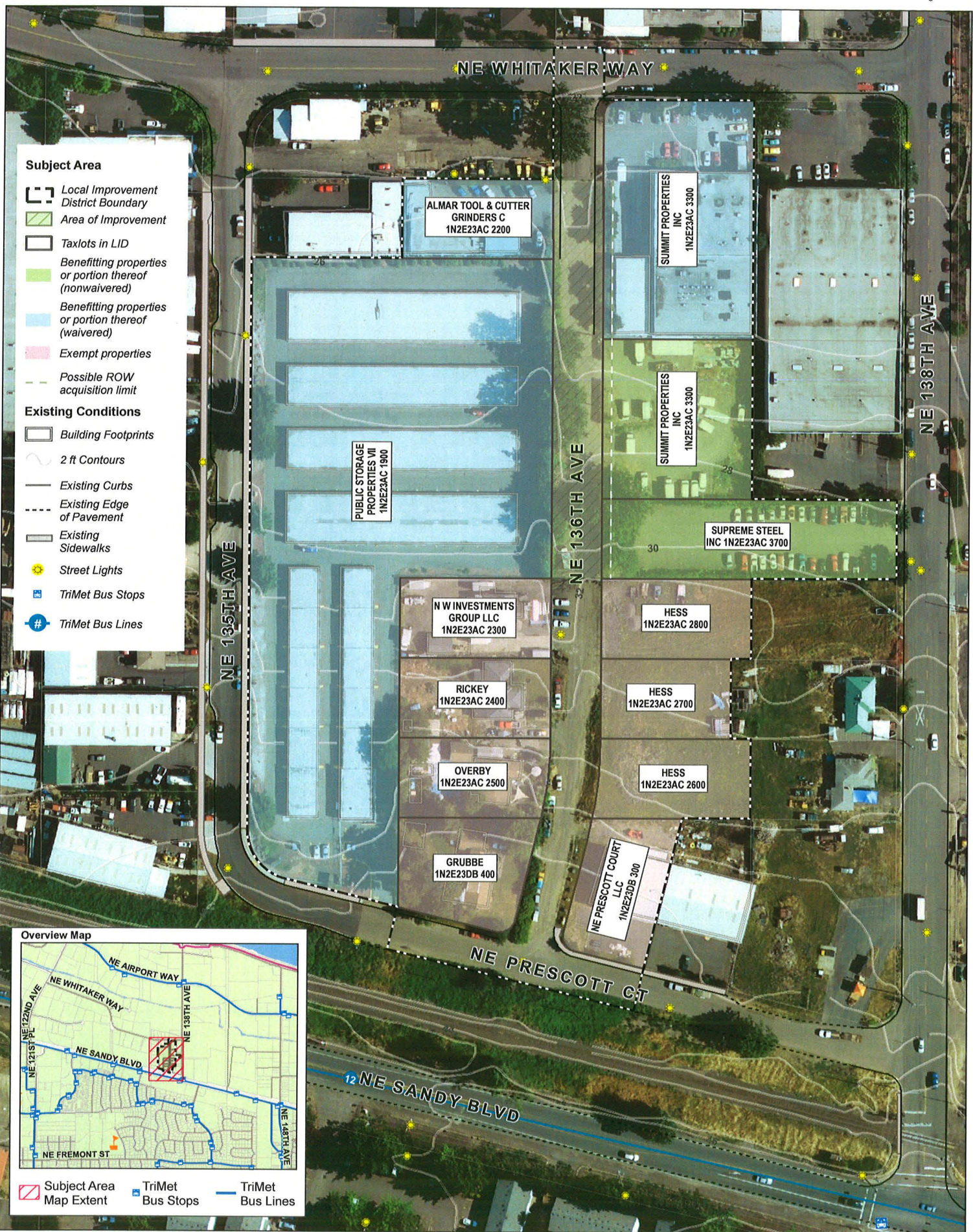
**3. Connectivity in Gateway (NE Everett Place)**

300 feet of a new east-west connection (named as NE Everett Place) will be constructed with an innovative new street design that will fit within a narrower right-of-way to avoid additional property takings that would otherwise leave little land remaining for development. This new connection will not only improve the street grid, but will also be beneficial in providing alternatives to two intersections. The NE 97th Avenue & Burnside intersection is restricted to right turn only (southbound to westbound) due to the barrier of the MAX Blue Line light rail tracks. Similarly, at the NE 97th Avenue and Glisan Street intersection, the Interstate 205 off-ramp acts as another barrier that effectively limits the egress to right turns (northbound to eastbound) for most of the day except for the few hours (e.g., at night) when traffic volumes are exceptionally low. PDC is helping to fund this new street connection to encourage development. Gordon Jones donated the right-of-way for this new street connection to the City without compensation.

**4. The Transportation and Land Use Connection (NE 97th Avenue and NE Everett Pl.)**

Existing housing stock to the south of the proposed Gateway Gardens development is almost uniformly in poor condition. The oldest residential unit adjacent to the new improvements was built in 1947. Completion of Interstate 205 in the area in March 1983 extended a 36-year period of de facto residential development along NE 97th Avenue, which now stands at 65 years. The street improvements already constructed along NE 97th Avenue were supported by a remarkable two-thirds majority of property owners abutting the street. Notwithstanding the poor quality of housing stock in the area, property owners are excited about the future and are making financial investments in the LID, with their properties poised for future development. Gordon Jones has demolished and recycled two existing blighted buildings to prepare for the future Gateway Gardens development, eliminating cash flow on the property while he is funding infrastructure and site development improvements.

The total budgeted transportation investment for NE 97th Avenue, NE Everett Place and the Interstate 205 Multiuse Path now totals \$1,659,928.74 and reflects a partnership between PBOT, BES, PDC, and ODOT, with the Design Commission as the newest partner. PBOT began development work on the NE 97th Avenue Green Street LID project in October 2003. PBOT would welcome the Gateway Gardens development becoming a capstone after nine years of collaboration among multiple community partners working to addressing significant transportation challenges and to make private development a reality.



**Subject Area**

- Local Improvement District Boundary
- Area of Improvement
- Taxlots in LID
- Benefiting properties or portion thereof (nonwaivered)
- Benefiting properties or portion thereof (waivered)
- Exempt properties
- Possible ROW acquisition limit

**Existing Conditions**

- Building Footprints
- 2 ft Contours
- Existing Curbs
- Existing Edge of Pavement
- Existing Sidewalks
- Street Lights
- TriMet Bus Stops
- TriMet Bus Lines

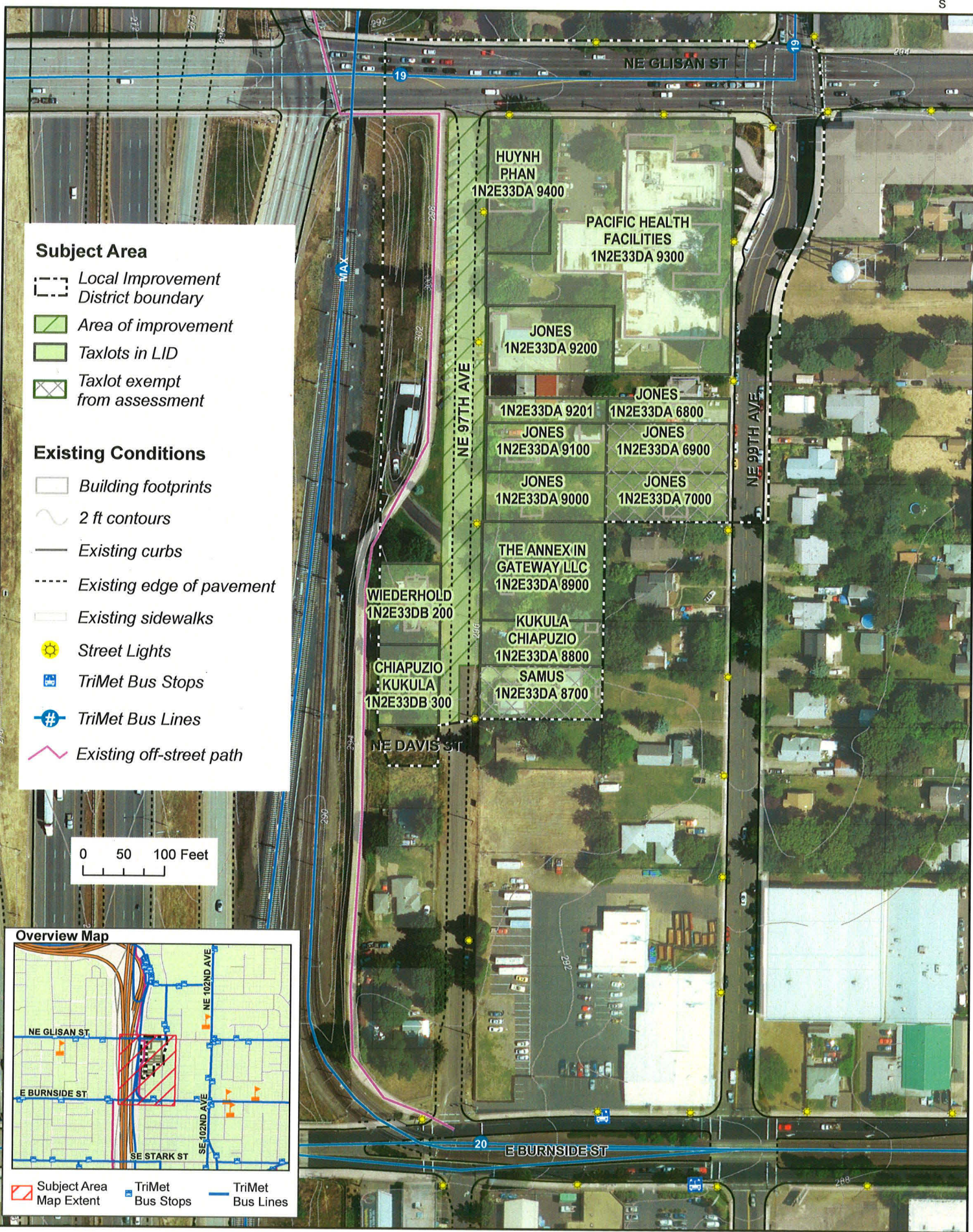
**Overview Map**

**Legend:**

- Subject Area
- TriMet Bus Stops
- TriMet Bus Lines



# NE 97th Avenue Green Street LID Map

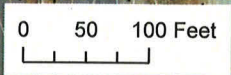


### Subject Area

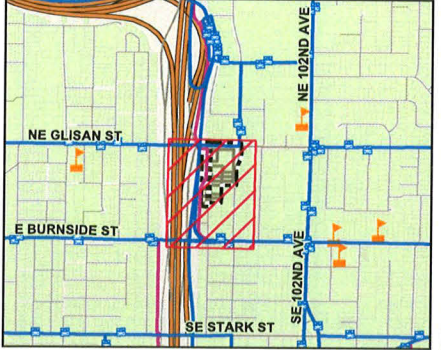
- Local Improvement District boundary
- Area of improvement
- Taxlots in LID
- Taxlot exempt from assessment

### Existing Conditions

- Building footprints
- 2 ft contours
- Existing curbs
- Existing edge of pavement
- Existing sidewalks
- Street Lights
- TriMet Bus Stops
- TriMet Bus Lines
- Existing off-street path



### Overview Map



- Subject Area
- TriMet Bus Stops
- TriMet Bus Lines
- Map Extent

	NE 136th Ave. Phase I LID	NE 97th Ave. Green St. LID	Total Both LIDs
<b>Original Contract Amount</b>	<b>\$276,165.59</b>	<b>\$190,069.19</b>	<b>\$466,234.78</b>
CO #1 - Additional Tree Removals	\$4,612.00	\$0.00	\$4,612.00
CO #2 - Boulder Removal	\$1,340.00	\$0.00	\$1,340.00
CO #3 - Unmarked Utilities	\$5,418.35	\$0.00	\$5,418.35
CO #4 - Stormwater Sewer	\$1,312.31	\$0.00	\$1,312.31
CO #5 - Remove Trash Pile & Dispose as Hazardous Waste	\$5,462.56	\$0.00	\$5,462.56
CO #6 - NE Whitaker Way Intersection Pavement Improvement	\$7,448.89	\$0.00	\$7,448.89
CO #7 - Install Gate to Provide New Access to NE 136th Ave.	\$2,677.62	\$0.00	\$2,677.62
CO #8 - Field Adjustment to Avoid Water Main	\$19,221.34	\$0.00	\$19,221.34
CO #9 - Bark Mulch	\$2,673.64	\$0.00	\$2,673.64
CO #10 - Utility Conduit	\$0.00	\$66,285.00	\$66,285.00
<b>Subtotal - Administrative Change Orders</b>	<b>\$50,166.71</b>	<b>\$66,285.00</b>	<b>\$116,451.71</b>
CO #11 - Extend Sanitary Sewer Laterals Due to ROW Acquisition	\$0.00	\$7,330.00	\$7,330.00
CO #12 - Adjustments to NE Everett Ct. to Match Planned Development	\$0.00	\$9,746.59	\$9,746.59
CO #13 - Street Lighting	\$0.00	\$37,289.00	\$37,289.00
<b>Subtotal - Pending Change Orders</b>	<b>\$0.00</b>	<b>\$54,365.59</b>	<b>\$54,365.59</b>
<b>Total Change Orders</b>	<b>\$50,166.71</b>	<b>\$120,650.59</b>	<b>\$170,817.30</b>
Quantity changes to date	\$0.00	-\$26.74	-\$26.74
Quantity changes pending	\$0.00	\$13,627.85	\$13,627.85
Remaining contingency	\$14,596.59	\$14,506.63	\$29,103.22
<b>Total Authorized Contract Amount</b>	<b>\$340,928.89</b>	<b>\$338,827.52</b>	<b>\$679,756.41</b>