

STORMWATER IMPROVEMENTS - NE 97TH AVE GREEN STREET LIDIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

JOE WESTERMAN	35200 SE HOMAR RD, GRESHAM	JOE@JMWPROPERTIES.COM
Chuck Fehrman	236 SE Spokavest Portland	ChuckSDFehrman@GMAIL



March 12, 2014

To: Portland City Council

From: Joe Westerman, Gateway property owner and apartment developer.

Re: Gateway Street Systems Issues and an LID solution.

P.O. Box 1175
Sherwood, OR 97140
503-625-1183 • FAX 503-625-9530

My name is Joe Westerman and I would like to talk with you briefly about the Gateway Area. I am property owner in the Gateway area and an apartment developer with over 20 year of experience working in the City. I own property next to Gordon Jones project, The Rose Apartments. The newly constructed NE Everett Court which fronts on The Rose Apartments went a long way to help solve some street system issues that has kept development in this vital area at a standstill. Gordon Jones project is the first of hopefully a long line of modern high density housing to be developed in Gateway.

The Gateway Area is a wonderful area for many reasons. Close proximity to freeways, Tri-met, light rail, bike paths, a good supply of commercial property to develop and properly zoned land to allow lots of high density market rate housing. Gateway is right on the cusp of really becoming the next "Great Portland Neighborhood". We need just a little attention from City Council to address the street systems and the housing component will take right off. The street plan calls for two street connections in this area and I am of the opinion along with other people that one connection would be sufficient. An LID would be the most appropriate way to build this future street. Many people in the neighborhood will support the LID and this would remove the uncertainty of the location and how to pay for the street. A street needs to be built between NE Glisan and Burnside which will allow the whole area south of Glisan & east of I205 to be developed into high density, high quality market rate housing. The housing that will be built in this area will be around for at least 100 years. There are so many possibilities but we are at a standstill until the street system are improved enough to start developing projects south of the newly constructed NE Everett Court Street Project.

I am happy to work with the City to figure out the location of the new street. I know many of the owners in this area and have talked with almost everyone in the neighborhood at one time or another. I'm happy to help find the best and easiest place to build this street. The location and financing of the new street will eliminate the uncertainty that has caused development to languish in this area.

Thank you for your time.

Sincerely,

Joe M. Westerman
JMW Properties, LLC
Evergreen Builders LLC
joe@jmwproperties.com
503-313-4621

186508

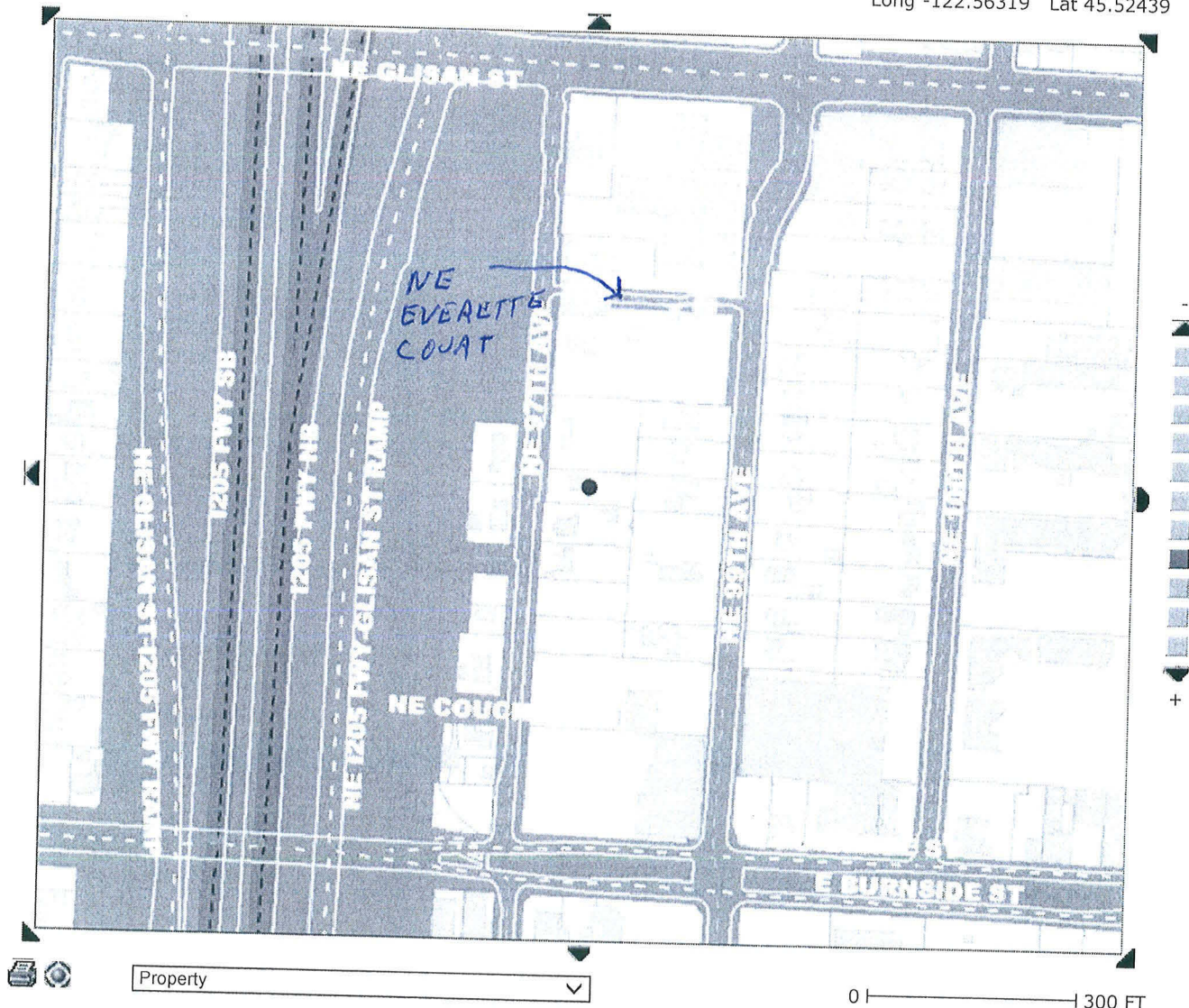
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Long -122.56319 Lat 45.52439



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3/12/2014

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186508

Aebi, Andrew

From: Jay Harris [Jay.Harris@newbergoregon.gov]
Sent: Wednesday, March 12, 2014 10:14 AM
To: Aebi, Andrew
Subject: RE: NE 97th Avenue Green Street LID: Written Testimony
March 10, 2014

Andrew Aebi, Local Improvement District Administrator
1120 SW Fifth Avenue, Suite #800
Portland, OR 97204

Dear Andrew:

As City Council nears consideration of final assessment of the NE 97th Avenue LID, I felt it appropriate to share my perspectives, both as a former private engineer consulting to Gordon C. Jones, developer of the Rose Apartments, and also as Newberg City Engineer and Public Works Director.

In the capacity of my former role, it was clear to me that private development simply would not have happened on a piecemeal basis with property owners attempting to build their infrastructure improvements one-at-a-time. A key need was to underground power and provide street lighting on poles. Completion of this work by the LID, including the very important relocation of the power feed to the light rail substation, was critically important to clearing away this obstacle to development, which is now happening.

In my current capacity as Newberg City Engineer and Public Works Director, I see LIDs as a vital tool to build infrastructure, not just in Portland, but also in smaller cities like Newberg. Similar to Portland, Newberg has aging developed sections of the City with inadequate streets and wastewater/water/storm drain infrastructure and the City has limited financial capacity to complete the needed street and utility improvements. The City working as a partner with the property owners using LID financing will allow the City of Newberg to complete the needed upgrade the existing neighborhoods. The street and utility system upgrades will improve the property values for the home owners, increase livability, while increasing the City tax base.

Finally, while LIDs are a good tool, it is critically important that infrastructure be properly planned and built correctly the first time. While this LID achieved significant goals, the reality is that had the Gateway infrastructure been properly planned and built the first time, much of the expense of this LID in tearing out previously-built infrastructure and reconstructing it to proper standards could have been avoided.

Please contact me if you have any questions or comments.

Sincerely,

James (Jay) Harris
City of Newberg
Public Works Director
503-537-1211

3/12/2014

Gordon C. Jones
9837 NE Irving St. #302
Portland, OR 97220

RECEIVED
MAR 11 2014
TRANSPORTATION

March 9, 2014

RE: City Council Meeting, Wednesday, March 12, 2014

Mr. Aebi:

I would like to enter my comments into the record when the Portland City Council reviews the recently completed LID project in the Gateway URD that successfully completed the construction of the model green street at NE 97th Ave.; and the newly constructed one-way Everett Court, connecting NE 97th and NE 99th Avenues.

We are now under construction on a 90 unit apartment project on this newly created block thanks to these two new streets. The project will be mixed income with 40% of the units restricted to persons earning 60% of the median family income, and the other 60% of the units will be at market rents. The project will incorporate many other "sustainable community" features, such as: community garden boxes, car sharing, electric vehicle charging and other amenities that will encourage residents to lead interactive lives and support one another.

The LID project was extremely important in meeting the business needs of the proposed development, including literally making the financing possible. The scope of the project was increased during construction to include the undergrounding of utilities, when it was determined that the location of power lines would make construction difficult if not impossible, and would severely impact the livability of the apartment units. Portland Bureau of Transportation was very helpful, efficient and responsive during this process, and I commend you and your department for your pro-active, collaborative and professional approach.

We not only have two new streets; but we have streets that are innovative, handle storm water run-off effectively and provide for future expansion or conversion if required by adjacent development. Thanks to your and PBOT's efforts, we also were able to work with ODOT to rebuild the adjacent bike path so that the entire distance of NE 97th model green street is fully improved. Working with PBOT we were able to determine that a "Woonerf" style one-way street in a 30 ft. ROW would serve the needs of the development. Allowing this innovative approach has proven to be a

great solution and shows that being flexible on street standards, without sacrificing quality standards, can be a win/win for the City as well as private sector development. The undergrounding of utilities was also an highly important addition to the project. These innovative solutions weren't the cheapest, nor were they the most expensive; but instead they found the "sweet spot" where maximum value was added at the least cost.

I would encourage the City to continue to work with developers in the Gateway URD to facilitate infrastructure projects as needed. Streets and parks are very deficient in Gateway and we need to have the support of the City and the flexibility in standards to be able to develop cost-effectively. For example, block sizes and the number of cross streets should be considered on a case-by-case basis to accommodate infill projects. Assembling properties and developing on reasonable time-lines with certainty is currently a big stumbling block to development.

Finally, we should consider expanding the funding mechanisms that will creatively address the issues of property acquisition for streets and parks, as is directed by the "Guiding Principles, Goals and Objectives of the Adopted Gateway Regional Center Urban Renewal Plan" (see attached excerpts). Since the City has determined that virtually all of the TIF funding for the next 5 years will go to one LIHTC project, we will need to look at other sources, such as General Transportation Revenues, System Development Funds, Storm-water Funds, LID's and other General Fund sources to stimulate private sector development in Gateway. And after all, it is only private sector development that contributes property taxes to support the URD and our other social services and institutions.

There is no more important investment that we can make to stimulate the renaissance of the Gateway district than to invest in our streets, parks and other infrastructure. The return on investment is greatest when it leverages public dollars to create private sector improvements that contribute to the wealth of our communities.

Thank you for the opportunity to express my gratitude for the investments that the City has made in NE 97th Avenue and NE Everett Court. This has made the development of The Rose Apartments possible and will hopefully provide a template for additional development in Gateway.

Respectfully,

Gordon Jones

ADOPTED GATEWAY REGIONAL CENTER URBAN RENEWAL PLAN

JUNE 2001 (Recording No. 175699)

PORTLAND DEVELOPMENT COMMISSION**IV. GUIDING PRINCIPLES, GOALS AND OBJECTIVES**

(Excerpts):

*Submitted
3/12/2014
By Gordon Jones***URBAN RENEWAL FUNDS & PUBLIC ACCOUNTABILITY**

Pg. 6;

Accountability. The allocation of public resources in the district will be guided by documents produced through public processes, including the Portland Development Commission's Five Year Plan planning process and yearly budget updates.

Strategic Public Investment. ...Public investments should be strategically targeted to large and small ventures that improve the level of confidence that new and longstanding residents have about the Regional Center.

Pg. 7;

Policy-Supportive Private Investment. ...Urban renewal funds should be made available to stimulate and support private investment in the form of new projects which clearly attempt to meet these criteria. Private investors, as users and beneficiaries of this infrastructure, will be expected to help fund the upgrade of various local systems such as streets, sewers and parks.

Pg. 9;

Efficient Land Use. ...Proposed projects that seek to structure parking, whether aboveground, underground, or within building footprints, are encouraged under this Plan. Urban renewal resources should be made available to assist developers in meeting this goal.

Pg. 16;

Portland Metropolitan Regional Policies. Urban renewal districts created within the city must comply with its Comprehensive Plan policies in all plans and implementation strategies.

Service Responsibility. ...The City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

- 1) streets and other public ways
- 2) sanitary and storm water sewers
- 3) fire protection
- 4) parks and recreation
- 5) water supply
- 6) planning, zoning, buildings and subdivision control

Local Service Street Improvements. Construct local service streets in accordance with existing and planned neighborhood land use patterns and accepted engineering standards, including the provision of sidewalks on most streets. ...Construct local residential streets to minimize pavement width and total right-of-way width...taking into account the needs of both pedestrians and vehicles.

PARKLAND ACQUISITION & CONSTRUCTION

Pg. 10;

Parks and Plazas. Residential and employment population increases should be accompanied by a commensurate increase in parks, plazas and other designed outdoor space. ...They may be hard-scaped, soft-scaped, multi-acre, "pocket"-sized, covered, open, naturally occurring or carefully "groomed."...Programming for parks and plazas should be carefully devised, budgeted for, and appropriate to the location and size of the space.

The Area should have a public plaza, located near the Gateway Transit Center light rail station, and at least two neighborhood parks that are centrally located within the district.

Pg. 11;

Recreation. ...A linear parkway, proposed for NE 97th, should be constructed to provide a recreational amenity for new residents and visitors to the Regional Center.

CONNECTIVITY & THE STREET GRID

Pg. 12;

Street Grid. Urban renewal resources should be dedicated to the purpose of connecting streets within the Regional Center and creating new streets in areas that suffer from substandard connectivity.

...the Urban Renewal Advisory Committee, Portland Development Commission, Portland Office of Transportation, City of Portland and private property owners should work together diligently to realize the establishment of new rights-of-way.

Pg. 13;

Facilitate Non-Auto Trips. ...Because Regional Center plans and policies seek to optimize the light rail investment, encourage walking, and support compact development, urban renewal resources should support projects and programs that facilitate non-auto based trips.

Traffic Management. ...These may include establishing new local streets; ...adding on-street parking...

Pg. 22;

Urban Form. ...New development should be served by interconnected public streets which provide safe and convenient pedestrian bicycle and vehicle access.

Pg. 23;

Pg. 35;

C. Acquisition and Redevelopment

- (a) (2) Property Acquisition through Eminent Domain. No property is identified for acquisition through eminent domain under this plan.
- (b) Land Acquisition by Resolution. Land acquisition not requiring a Plan amendment requires the prior approval of the Portland Development Commission by Resolution. The Commission may acquire land without amendment to this Plan where the following conditions exist:
 - (1) Where it is determined that the property is needed to provide public improvements and facilities as follows:
 - (i) Right-of-way acquisition for streets, alleys, pedestrian ways or bikeways
 - (ii) Property acquisition for public use