

Moore-Love, Karla

From: Schwab Mary Ann <e33maschwab@gmail.com>
Sent: Monday, March 30, 2015 8:00 AM
To: Moore-Love, Karla
Cc: Novick, Steve; Fritz Amanda; Hales, Charlie; Dan Rutzick; Commissioner Fish; Warner, Chris; Bizeau, Tom; Dingfelder, Jackie; Grumm, Matt; Schmanski, Sonia
Subject: mas response to AMENDED 3/12/20915 #268 (previous Agenda #225: Ordinance introduced by Mayor Hales) Thanks to Joe Walsh public comments accepted -- Wednesday, Second Reading does not allow public comment.
Attachments: Microsoft Word - Document4.pdf; ATT00001.htm

Motion to amend CEIC URA -- Affordable Housing Covenant / Clinton Station: Upon the sale OR TRANSFER of any Fire Bureau land in the Clinton Triangle, an affordable housing covenant shall be recorded against the DEED. This would ensure that future use of the land would include affordable housing:
Moved by Saltman and seconded by Fish (Y-5).

Good Morning Mayor and City Commissioners:

For the record my name is Mary Ann Schwab

Yes, I stand in support of the League of Women's opposition to the CEIC URA expansion for a third time. Why? I just learned of the 16 acres located within the Clinton Street Triangle is covered with railroad tracks; close to 7 acres is available for renewal building. The majority is owned by "we-the-people": the surplus Fire Station and the Water Bureau (big pipe under ground), and private citizens own three lots. I have yet to vet Multnomah County records.

There rests today's controversy about the continued use of Tax Increment Financing (TIF) as the basic funding mechanism for urban renewal. For this property owner (MAS) TIF has come to mean, an open ATM for Turn-Key-Developers, who are here today and gone tomorrow. The time has come to pull the ATM plug financing the proposed Clinton Triangle. I believe the broadest range of government actives must first contribute to the stability of six (6) Portland School Districts, Portland Parks and Recreational Programs and Maintenance, Police, Fire, and Multnomah County human services within the City's 95 neighborhoods. I trust you are aware of the pending Multnomah County's Home for Everyone Initiative.

Now back to the proposed Amendment.

For months now, Commissioner Fritz has been searching for a public land where Dare to Dream Too homeless community could live in PEACE. The empty Fire Station once houses Fire Fighters, bed to sleep in, showers, laundry, kitchen, as well as room for homeless matts in cold winter months. As for individuals who prefer camping in tents, why not set up camp over the Water Rate Payer's property?

In closing, I am not in favor of the Motion to Amend CEIC URA to ensure the future use of the Clinton Triangle "publicly owned land" would include affordable housing. This is not the best location to raise children next to busy inter-state commerce railroad, mile long open coal cars, crude oil tankers, and Amtrak. Did I fail to mention the computer run Brooklyn Railcar switching yard -- Engines with no Engineers at the controls. And worse those blaring train whistles 24/7? ... Clean Air?

Please join me in taking a stand for Children, who do not have a voice, who do not vote -- yet will be paying the PDC TIF throughout the City of Portland until 2052.

Best regards,

Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, OR 97214

URBAN RENEWAL AREAS

Testimony taken on amendments proposed after Feb 26th hearing

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

NAME (print)	ADDRESS AND ZIP CODE	Email
No Neal Walker		nealwalker@yahoo.com
✓ JOE WALKER		
✓ Kathy Orton	3363 SE 14 97202	k+orton@hotmail.com
✓ Debbie Aiona		
✓ Mary Ann Schwab	on record	
✓ Susan Pearce	on record	



187070

March 25, 2015

Good Morning Mayor and Commissioners:

For the record: my name is Mary Ann Schwab, Community Advocate

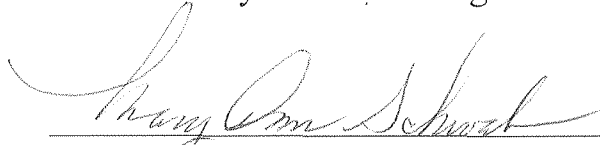
I have come to bury, **the #298 Eleventh Amendment to the Central Eastside Urban Renewal Plan to add plan area and projects, extend the duration of the Plan and increase the maximum indebtedness.** I am not here honor the proposed extension.

Granted, the Urban Renewal under the leadership of the Portland Development Commission (PDC) has been Portland's principal redevelopment and revitalization tool since 1958. There rests today's controversy about the continued use of Tax Increment Financing (TIF) as the basic funding mechanism for urban renewal. For this property owner TIF has come to mean, an open ATM for Turn-Key-Developers, who are here today and gone tomorrow. The time has come to pull the ATM plug financing the proposed Clinton Triangle.

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I am asking each of you to vote NO to PDC Clinton Triangle 16-acre expansion; thereby, increasing the long-term maximum indebtedness payable in 2052.

And I thank you for listening.



Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, OR 97214-0303
(503) 236-3522
e33maschwab@gmail.com

City Attorney

March 25, 2015

187070

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For the record: my name is Mary Ann Schwab, Community Advocate

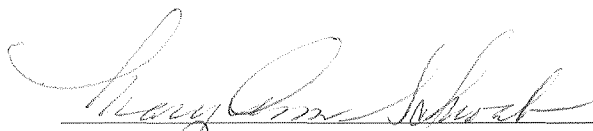
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Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, OR 97214-0303
(503) 236-3522
e33maschwab@gmail.com

Parsons, Susan

From: Lee Orton <kt_orton@hotmail.com>
Sent: Monday, March 23, 2015 1:56 PM
To: Hales, Mayor
Cc: Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Parsons, Susan; Douglas, Justin; board@brooklyn-neighborhood.org; Kathy & Lee
Subject: Central Eastside URA Plan
Attachments: SE 17th Avenue Acreage.docx

Mayor Hales, City Council and all interested parties:

Thank you for allowing additional testimony on March 25th, concerning the amendments proposed on March 12th. Brooklyn welcomes affordable housing at the Clinton Triangle, BUT, it should not be the only place for new affordable housing, nor should it only be affordable housing. Council SHOULD enforce its affordable housing quotas in the Pearl and in all URA's.

Council should also reconsider adding Brooklyn portions to the Central Eastside URA.

1. Add SE 17th to McLoughlin, if you are serious about redevelopment along PMLR line, since many vacant lots are available currently.
2. Add South of Powell, if you desire a continuity of planning and development on both sides of Powell.

Using Portland Maps, and 1/2 of a city block = .46 acre, as a standard, I have enclosed some tables on acreage, uses and public vs. private ownership. The big trends are:

1. SE 17th (35.94 acres) has a large portion of vacant lots, a mix of public and private owners, and includes 2 PMLR stations.
2. South of Powell is a very small area, (Milwaukie to SE 19th = 3.68 acres, Ross Island to SE 19th = 5.98 acres), has private ownership, and would create a continuity in plan, development and PMLR line.

Finally, still see the ending of Central Eastside URA at the Clinton Triangle as a conflict of interest with PMLR contractor Stacy & Witbeck.

Thank you for listening,

Kathy T Orton
503-236-5037

SE 17th Avenue Acreage/Uses

187070

ADDRESS	BUSINESS	PUBLIC/ PRIVATE	ACREAGE		ADDRESS	BUSINESS	PUBLIC/ PRIVATE	ACREAGE
Powell to Pershing	Open triangle	Public	.75		Powell to Pershing	Swedes Auto/warehouse, House	Private	.69
Pershing to Haig	Oregon Breakers 3365	Private	.46		Pershing to Haig	TriMet substation/lot	Public	.46
Haig to Rhine	Futsal 3401	Private	.46		Haig to Rhine	Viridian Wood 1720; Morgan Auto 1737	Private	.46
Rhine to Lafayette	Brooklyn Building 1630R; G & H Cycles 1630R; orange 3525; Manor Mgt 1625 L	Private	.46		Rhine to Lafayette	PGE Storage	Public	1.38
Lafayette to Rhone	Food Vendor 3617; House 3625, 1635R	Private	.46		Lafayette to Center	Vacant corner, PGE storage, PGE	Public	6.44
Rhone to Bush	TriMet Lot	Public	.46					
Bush to Center	TriMet lots	Public	.92					
Center to Boise	TriMet lots	Public	.92		Center to Holgate	TriMet	Public	9.2
Boise to Mall	TriMet lots	Public	.92					
Mall to Holgate	PMLR station; storage lot	Public	.46					
Holgate to Pardee	Corner empty; narrow frontage lots	Private	.46		Holgate to Schiller	Storage Units 4534, For Sale Lot & Warehouse; PECO	Private	5.52
Pardee to Schiller	Construction storage, corner of D & H; 2 huge lots	Public Private	2.76					
Schiller to McLoughlin	Frontage & open lots	Public	.46		Schiller to McLoughlin	Open Lot, 5098 substation	Public	1.84
TOTAL			9.95					25.99
TOTAL PRIVATE			3.52					6.67
TOTAL PUBLIC			6.43					19.32

Parsons, Susan

From: Lee Orton <kt_orton@hotmail.com>
Sent: Friday, March 13, 2015 11:17 AM
To: Hales, Mayor
Cc: Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Parsons, Susan; amendments@pdc.us; Quinton, Patrick; board@brooklyn-neighborhood.org; Kathy & Lee
Subject: 3/12 Follow Up Brooklyn & Central Eastside
Attachments: Council letter3.docx

Dear City Council,

Attached, please find a list of specific facts that would help in making an informed decision regarding boundaries of the Central Eastside Urban Development Area. If the goal of adding the Clinton triangle is for better developments along PMLR line, then please get more information, so the entire line can be considered. (Tables sent to you previously were obtained by researching Portland Maps)

Really appreciated the fact seeking of both Amanda Fritz and Nick Fish. As an average citizen it is encouraging to see thoughts and facts are at least being read, thought about and discussed.

Sincerely,

Kathy Orton

3363 SE 14th Avenue
Portland, Oregon 97202
March 13, 2015

187070

Dear Portland City Council,

As a follow up to City Council's Hearing of 3/12 on Central Eastside Urban Renewal Area, I would request that Council seek more facts before making a final decision.

Specifically,

1. Errors on acreage of Clinton triangle need to be corrected.
2. Clinton Triangle is being added to better develop PMLR line, BUT rest of 17th is being ignored.
3. Need PDC staff to calculate acreage of 17th PMLR adjoining sites only, including projected costs.
4. PDC staff showed entire boundary of Brooklyn, highlighting all main roads, when in fact we are requesting adding 17th and possibly south of Powell (opposite Clinton triangle). Showing entire area distorts the actual acreage.
5. PDC staff mentioned dilution of funds, however, we have no data on costs to add 17th PMLR Line and as oldest urban renewal area, majority of Central Eastside should be less cost intensive.
6. 17th Avenue vacant lots are owned primarily by TriMet, PGE and Key Bank, so many opportunities to develop publicly owned sites. You may ask why Stacy & Witbeck did not purchase any of the 17th properties. You need to pursue an answer concerning prior conversations with Stacy & Witbeck, to avoid 'inside knowledge' concerns.

As a further question, the issue of affordable housing is crucial in Portland. Brooklyn has a full range of rental and owner price points, and has space along 17th PMLR line for further development. I would hope that the city enforces its own affordable housing counts equally. There seemed to be some inference that the Fire Bureau property would be all affordable housing. The Council needs to ensure that affordable housing requirements in the Pearl are finally met and that there NOT be a disparity in counts or accountability in any area of the city. (refer to Oregonian coverage on affordable housing quotas)

I would hope that each one of you will take some time to obtain all facts before making this long reaching decision.

Thank you for your time and attention,

Kathy Orton
503-236-5037

Moore-Love, Karla

From: Schwab Mary Ann <e33maschwab@gmail.com>
Sent: Thursday, February 26, 2015 11:39 AM
To: Moore-Love, Karla
Cc: Douglas, Justin; Commissioner Fish; Hales, Charlie; Commissioner Saltzman; Novick, Steve; Commissioner Fritz; Wilson Katherine; Quinton, Patrick
Subject: mas response to Fwd: \$1 million available for affordable housing proposals

Hello Karla, I'm just off the telephone with Katherine Wilson, who asked that I submit the email below into the record today.

Her computer is down, therefore, not able to forward my email below directly to your attention. Please note, she has read it, prior to my sending it.

Katherine Wilson
 Academy of Production Arts
 195 Bridge Street
 Fairview, OR 97224
 1 (541) 521-3378

Good Afternoon Mayor and Commissioners.

There was a good turn-out last night during the PDC's 2015-2020 Strategic Plan open house #1. After listening to Patrick Quinton's presentation, I had an opportunity to meet with John Washington, N/NE Business Association Vice-Chair/Economic Development Committee Chair, and Katherine Wilson, Stage III Productions, LLC. She had just introduced her vision for Terminal I surplus property during Q&A. How Portland's growing film industry needs larger commercial space that includes parking for production/sound stage(s), and parking for trailers. On that note, when in Honolulu last week, I counted five UPS sized vans and three security vehicles parked in queue where production crews were filming Hawaii 50 near the King Kalakaua statue. Surely the producers of Grimm crews will agree and support Katherine's proposal.

Yes, we understand today's five (5) year Strategic Plan is a much broader conversation on what PDC should be doing as an agency moving forward and what role it should play in the future of Portland. Urban renewal areas, and tax increment financing, are simply one of the many tools (albeit a significant one) that we use to advance these public goals.

In that Katherine is not able to attend today's PDC Amendments first reading, she asked that I submit my comments referencing the best use for Terminal 1 property into the record today.

Images for King kalakaua statue, Honolulu, hawaii



During the two-way conversation with Patrick, Katherine raised a valid point when surplus property is sold to the highest bidder, who in Portland can out-bid foreign investors? Please let's think local prior to selling this

valuable property to the highest bidder. At what point will PDC, and City Council to agree think locally and begin to assist Katherine in locating available resources. Portland's six school districts would welcome an opportunity for their students interested in learning film production, media, computer, building stage sets for their school productions. As would Parks and Recreation creating their educational summer programs.

Katherine's proposal for the Academy of Production Arts points out how the Terminal 1 site in Portland is perfect. 96K square feet with ample room for Semi trucks and have the following:

1. Native Plants and Trees
2. Library
3. Small Tech Equipment Store
4. Kitchens
5. Gardens and Lawn Areas for grounding: Tai Chi and Yoga (I'm thinking a Parks Program)
6. Field Trips
7. Conferences -- City/County Officials start thinking local over holding conferences in expensive Mt. Hood Resorts)
8. Poetry Readings
9. Workout Facility
10. Counseling, 12 Step and other meeting Lounges
11. Conference Room and Circular Table
12. Stages for Performing, Filming and Green Screen.Coves.
13. Set Design and Equipment Available
14. Paints and Construction, etc. for Films
15. Virtual Labs
16. Nutrition and Vitamin Therapy Classes for ADD* (students) including"
17. Natural or full spectrum lighting, natural fabrics, carpet, floors etc.
18. Screening Rooms
19. Lead Glass Windows
20. A long house for Elder visitation and/or Community Ceremony on Sundays
21. Native Plants for Riparian Zone
22. Photographic Dark Rooms.

On the telephone this morning, Katherine tells me she is short \$5.280 million to make it happen. So please lets start thinking what PDC and City Council can we do to assist in developing her vision for the film industry? For starters, I am asking the City Council, PDC and PSC to hold on to the Terminal 1 property title and consider renting this property to Academy of Production Arts to meet the needs of the file industry.

Furthermore, I have not patience listening to Commissioners report: "We can't because..." Especially Portlander's remember how when inviting new industry to Portland, often PDC, with City Council approval continue to sign-off on water-fall contracts. For example, the wind turbine maker Vestas "lease agreement" in the Meier and Frank Warehouse -- PDC remodeled to meet their specks is but one example -- where City Council agreed to hold off payments on the principle for the ten-years.

Taxpayers shelled out for the building rehab. The state of Oregon kicked in \$2.5 million. With condition, if Vestas fails to retain 400 jobs and create 100 more, the company must return \$1 million to the governor's strategic reserve fund.

As for the number of jobs promised? Like you, I'm clueless. I understand, there have been lay-offs.

The City of Portland extended an \$8 million interest-free loan to Gerding Edlen, subject to approval of the Portland Development Commission board, or not. Former Mayor Sam Adams figured the city will recoup interest costs for the 15-year loan through property taxes and fees.

Final question. Will Mayor Hales and Commissioner Saltzman assist in locating a similar housing investor "opportunity fund" to support Katherine Wilson's vision to bring State III Productions, LLC film industry to Terminal 1

by contacting: Oregon Public Broadcasting? OMSI? Portland Parks and Recreation Foundation? As for Portland's top 1% -- they shall remain nameless on this email.

Your thoughts?

mas

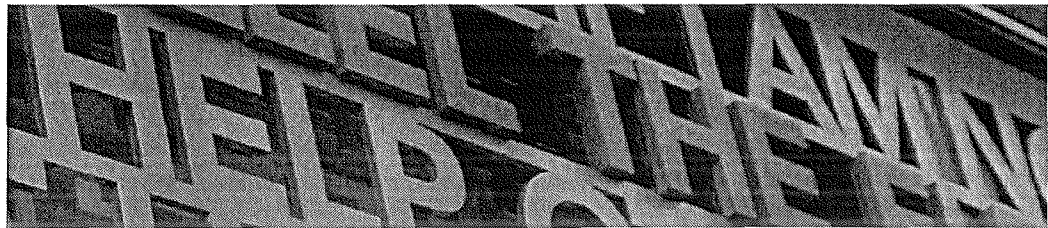
(503) 236-3522

Oregon, Portland help wind turbine maker Vestas build \$66 million ...
www.oregonlive.com/...ssf/.../oregon_portland_help_wind_turb.html

Aug 18, 2010 ... Wind-power giant **Vestas'** long-awaited decision to build its North American headquarters in **Portland** blew through City Hall Wednesday like a ...

Begin forwarded message:

From: "Portland Housing Bureau" <phbinfo@portlandoregon.gov>
Date: February 25, 2015 3:16:21 PM PST
To: e33maschwab@gmail.com
Subject: \$1 million available for affordable housing proposals
Reply-To: phbinfo@portlandoregon.gov



Release Date: Wednesday, November 5, 2014 (Updated Thursday, February 19, 2015)

Contact: Javier Mena, Portland Housing Bureau, 503.823.1354

Solicitation Title: Opportunity Fund — Updated February 2015

The Portland Housing Bureau (PHB) has \$1 million available to support proposals to increase affordable housing options.

Deadline: PHB will accept applications on a continuing basis until all funds are expended or March 31, 2015, whichever comes first.

The complete notice and application materials are available online at: www.portlandoregon.gov/phb/66124



PORTLAND HOUSING BUREAU

Dan Saltzman, Commissioner
Traci Manning, Director

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Got this as a forward? **Sign up** to receive our future emails.
View this email **online**.

421 SW 6th Ave, Suite 500
Portland, OR | 97217 US

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To continue receiving our emails, add us to your address book.



powered by
emma

17

URBAN RENEWAL AREA AMENDMENTS

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Kathleen Hersh		
✓ Debbie Aiona		
✓ Shelley Lorenzen		
Gretchen Kapobury	3495 NE 72nd	X
Margaret Box		
Will White		
No. ✓ Jan Ostar		
No. Maxine Fitzpatrick		
✓ Susan Emmons	1430 SW. Broadway #200 Portland	
✓ Dan Valliere	8024 SE 32nd Ave Portland	
✓ Marianne Mauldin	4353 N.E. 40th	

URBAN RENEWAL AREA AMENDMENTS

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

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Sam Galbreath		
✓ Jean DeMaster		
✓ John Miller		
✓ Tasha Harmon	9277 SE Tennis Ct, Hwy 405 on 97086	TashaHarmon-SU@gmail.com
✓ Diane Linn		
✓ Kathy T. Orton	3363 SE 14 97202	KT_orton@hotmail.com
✓ Eleni Kehagiaras	3216 NW Chapin 97229	Kehagiaras@gmail.com
✓ Eric Lenard	3728 SW 55 th Drive 97001	
✓ BARRY JOE STULL	10852 SE STARK ST #5 PORT 97216	cannabis boo@yahoo.com
✓ SUEAN PEARCE	3142 SE 25 TH AVE Portland, 97202	sue@suepearce.biz
✓ JEANNE GALICK	7008 SW VIRGINIA	GALICK@EUROPA.COM

URBAN RENEWAL AREA AMENDMENTS

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
✓ HIRAM ASMUTH	SW Portland, 97219	encorepoliticalservices@hotmail.com

Testimony by Susan Emmons at City Council – February 26, 2015

I'm here today to speak for people who can't be here and that includes the low-income seniors calling us every day – desperately seeking housing – 20 calls every day – and we have nothing to offer them but waiting lists. We have to tell elderly people sleeping outside that there's a waiting list for our emergency shelters. I've been doing this work for 30 years. I chaired the Housing & Community Development Commission from 1992-1995. We did a needs assessment every year – just as we are doing today. In 1995 we had a county-wide shortage of 10,000 units for households at 30% of median income or less. Fast forward 20 years to 2015 and our shortage county-wide is 23,245 units. We have a severe housing crisis and the poorest of the poor are the ones in greatest jeopardy. I think we all understand the need – so what are we going to do about it?

Identifying Parcel 3 as a site for affordable housing is a terrific first step. We've been told there can be 200 units. At NWPP we think all 200 units should be for people at 30% of median income or less. We've been told there's concern about so many very low-income units in one building and our response is: we can give you a list of buildings with a concentration of people at this income level that work beautifully, and I'd love to take any of you on a tour – but I'll give one example – Rose Schnitzer Tower – S.W. 12th & Clay, 235 units, subsidized housing, all very low-income seniors and people with disabilities.

Residents of the beautiful Mirabella have adopted NWPP and done some amazing service projects for us. I was speaking to them in early December last year and the subject came up about the lack of progress in their neighborhood to provide housing for very poor people. They asked me why and I told them truthfully that I think there are people who don't want more housing for poor people in their neighborhood. One resident got up in the audience and said that she and others were at the opening of Gray's Landing, that they think it's a beautiful building, and would welcome more buildings in their neighborhood – that they know they are privileged, and want to live in a mixed income neighborhood. She wanted to be here today to testify, but couldn't miss a medical appointment.

I'd like to close with the story of one woman who lives at Gray's Landing. She's 74, she's been poor all of her life. And it's not because she's not smart, and it's not because she hasn't worked hard all her life. As she would tell you: "I'm poor because the jobs I had never paid much money." She was at our annual holiday luncheon for seniors last December, and she told me that when she stood on the balcony of her studio apartment, watching the Christmas ships coming down the river, she cried because she knew she had the same view as people with considerable wealth, and it meant so much to her that the powers that be felt she had value, and that she deserved to be in a beautiful setting.

I know every one of us in this room loves Portland, so the question is: can we make it the city we dream of: the beautiful, equitable, progressive, fair place for every citizen? I urge you not to adopt the amendment as is until we have answered the questions posed by so many of the people testifying today. Where are the sites? What are the affordability levels? When will they be built? If not now – When? And if not in North Macadam – Where?

Comparison of Renter Households and Affordability of Rental Units for Portland and Multnomah County

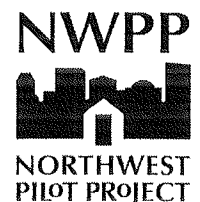
		2007- 2011 Portland	2007-2011 Multnomah
<i>Total Renter Households</i>		113,450	135,310
Extremely Low Income Households (0-30% MFI) Income < \$1,217 for single person <i>American Indian/Alaskan Native - 1%</i> <i>Asian - 6%</i> <i>Black or African American - 14%</i> <i>Other Race (Including Multiple Races) - 4%</i> <i>White - 65%</i> <i>Hispanic - 10%</i>	Renter Households	30,450	35,115
	Affordable Units (<i>rent < \$365 for single</i>)	10,420	11,870
	Surplus/Deficit of Affordable Units	-20,030	-23,245
	Renters With Over 50% Rent Burden	67%	68%
Very Low Income Households (31-50% MFI) Income from \$1,218-\$2,025 single	Renter Households	19,595	24,165
	Affordable Units (<i>rent \$365-\$608 for single</i>)	19,595	23,565
	Surplus/Deficit of Affordable Units	0	-600
	Renters With Over 50% Rent Burden	38%	37%
Low Income Households (51-80% MFI) Income from \$2,026-\$3,238 single	Renter Households	23,385	29,160
	Affordable Units (<i>rent \$608-\$971 for single</i>)	60,050	74,740
	Surplus/Deficit of Affordable Units	36,665	45,580
	Renters With Over 50% Rent Burden	10%	9%

Annual median family income (MFI) for a household of one is \$48,580 and for a household of four is \$69,400

HUD defines affordable rent as paying no more than 30% of income for housing

Portland Housing Bureau Tabulations of CHAS 2007-2011 County and Place Data

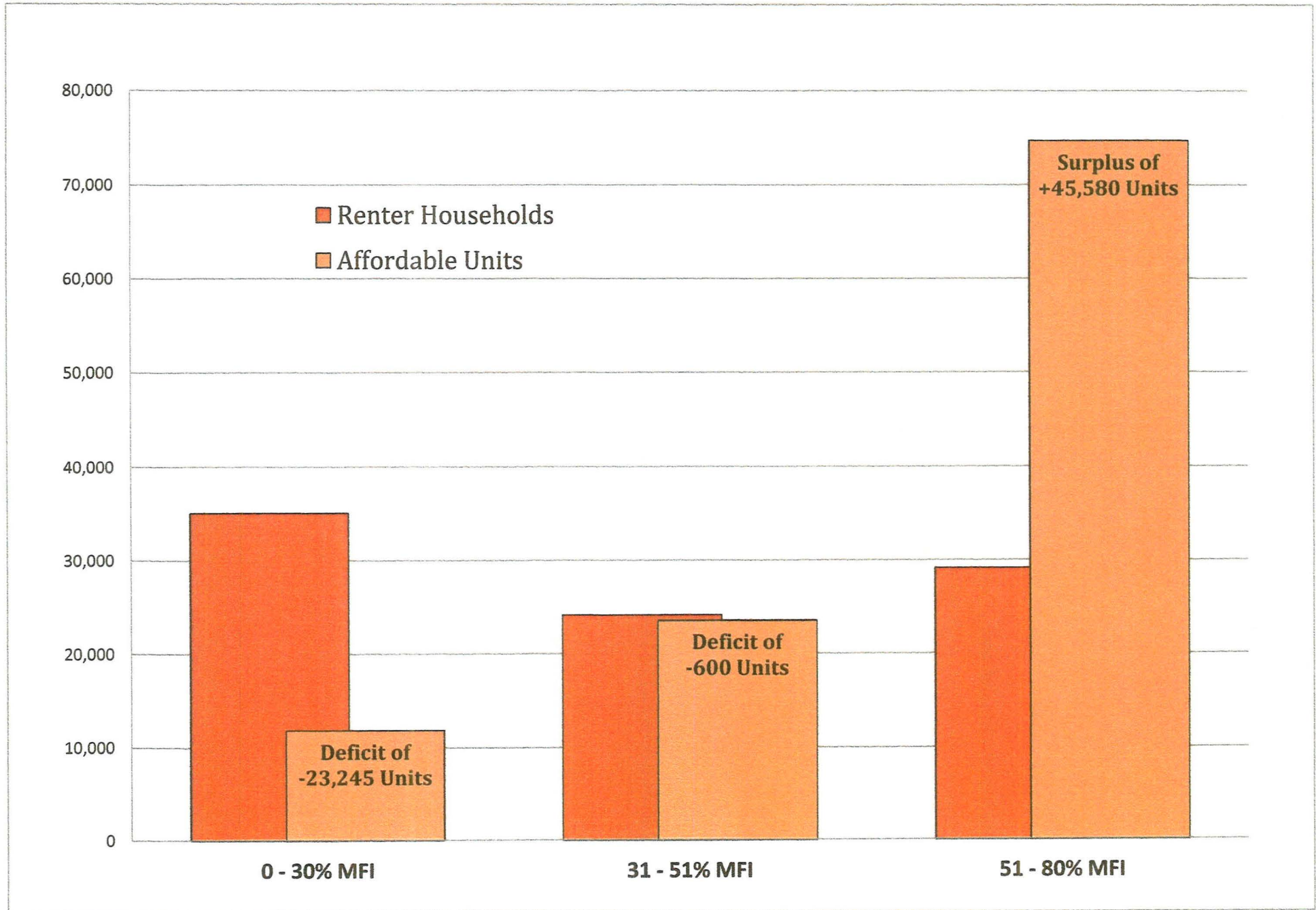
Prepared by:



See chart on reverse

Comparison of Renter Households and Affordability of Rental Units for Multnomah County

187070





NORTHWEST
PILOT PROJECT

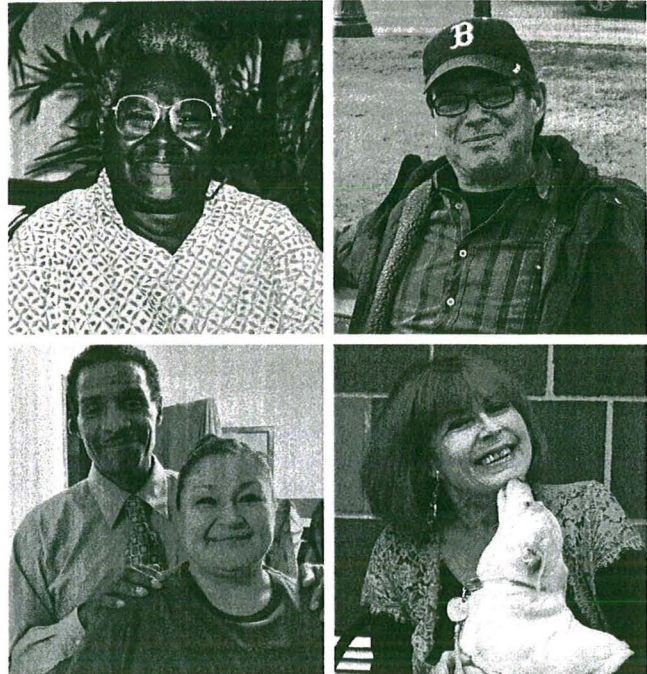
HOUSING SENIORS | CREATING HOPE | PILOTING CHANGE

187070

THE SILVER TSUNAMI

Hard facts facing the aging baby boomer population

- Baby Boomers – born between 1946 – 1964.
- One in four baby boomers have no retirement savings and no children. Unlike past generations, many have no family to help support them as they age.
- More than 10,000 baby boomers reach the age of 65 every day from 2011 until at least 2030.
- The older adult population consists of people age 65+, and will double between 2010 and 2050.
- 35% of Americans who are age 65+ rely entirely on Social Security payments for their income.
- Nearly 2/3 of older adults are cost-burdened, meaning they pay more than 30% of their income for housing.
- Poverty rates for people age 65 to 74 climbed from 7.9% in 2005 to 9.4% in 2009. Older retiree's age 75 to 84 had a steeper increase in poverty from 7.6% to 10.7% over the same period.
- Older homeowners with low incomes who live alone are particularly vulnerable to housing instability.
- Nationwide there are over 300,000 federally subsidized apartments for the elderly (Section 202). For each apartment that becomes available there are an estimated ten seniors waiting.
- There were 4,392 independent subsidized apartments occupied by older adults in Multnomah County in 2010.
- An additional 1,250 affordable apartments for older adults with modest incomes are needed in Multnomah County by 2015.
- A shortage of affordable apartments leads to homelessness.



*The average baby boomer has
a net worth of less than \$50,000*

**Northwest Pilot Project serves 1,500 adults over 55 years of age who are homeless
or at risk of homelessness in Multnomah County every year.**



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

The Clinton Triangle could absorb the low-income housing required as a part of URA spending, thus decreasing the concerns that it take up land that might otherwise be used for industrial and employment businesses within the CEID itself. The PMLR MAX line and several bus lines that travel on Powell, Milwaukie/11th/12th, and nearby Division Street would provide a source of transit for residents.

Because the City of Portland already owns a sizable portion of the property within the Clinton Triangle arrangements for transfer of property with a developer of low or mixed level housing might be simplified. HAND has mourned recent losses of moderately-priced homes in the neighborhood, and would support a mixed-level housing development in the Clinton Triangle.

It should be noted that the same large part of the parcel owned by the City does not generate taxes, and therefore will not contribute to TIF financing unless and until it is transferred to private ownership.

HAND wishes to take this opportunity to remind PDC and the City Council of a recommendation by the CES Urban Renewal Area Advisory Committee shortly before it was dissolved. We hope that recommendation will be remembered and honored. The following is excerpted from that URAC's April, 2013 budget recommendations to PDC:

- **Crescent Park Assets:** The former "Crescent Park" site was sold to OMSI in 2012 with the proceeds becoming "program income" in the CES budget. As the site is located in the Hosford-Abernethy Neighborhood, which is designated as "parks deficient" in the Parks 2020 Plan, the URAC recommends that the funds, estimated at \$425,000, be set aside for recreational purposes/public project(s) within the Hosford-Abernethy Neighborhood portion of the CES URA.

Lastly, HAND notes our great disappointment in the public outreach by PDC regarding the proposal to extend the CES URA into a part of HAND. Our neighborhood could be impacted significantly. Notification of the plans earlier in the process seems not unreasonable, as would have been an invitation to include someone from HAND at the table. The timing of the URA Amendments Advisory Committee meetings has made it impossible for HAND members to attend. Earlier awareness of the plans and meeting times would have given us an opportunity to schedule other meetings differently.

The Clinton Triangle is a part of the Hosford-Abernethy District. We have spent many hours over many years discussing and planning for station-area development around the Portland-Milwaukie Light Rail Clinton Station, and expect to be involved in any discussions and planning regarding the area in the future.

If the amendment proposal is accepted by City Council, it is our express request that a HAND member be included at the table going forward.

Best regards to all.

Sincerely,

Susan Pearce, HAND Chair

CC: Jillian Detweiler, Stake-holder Advisory Committee Chair, Mayor Hale's office.
Justin Douglas, PDC
HAND Board



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT ASSOCIATION

February 26, 2015

Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman
Patrick Quinton, Portland Development Commission

Dear Mayor Hales, Commissioners, and Mr. Quinton,

Re: Portland Development Amendment Proposal to extend the Central Eastside Urban Renewal Area to include the Clinton Triangle. The proposal would extend the Central Eastside Urban Renewal Area to include the Clinton Triangle, located within HAND, extend the life of the CES URA to FY 2022/2023, and increase indebtedness to \$126M.

The Hosford-Abernethy Neighborhood District (HAND) Association Board neither supports nor opposes the PDC amendment proposal that is currently under consideration. The board first heard about the proposal during our September board meeting. Discussions about the proposal were a part of otherwise busy agendas for both the October and November board meetings. With all that has required HAND board attention during our monthly meetings, we have not had an opportunity to revisit this matter. Urban renewal policy, tax increment financing, how it all works, and what can be funded is a complex matter, and a majority of the Board did not feel ready to take a formal position on the amendment proposal.

However, as a general rule, HAND supports the positions of the Central Eastside Industrial Council regarding actions affecting that district.

There are some aspects, considerations and potentials on which we do agree.

The Clinton Triangle is the area immediately adjacent to the Clinton Station, a stop along the soon-to-be open Portland-Milwaukie Light Rail Line. HAND board members and residents, along with our neighbors in Brooklyn Neighborhood have been considering what we want to see as station-area development for several years. It is a developmental challenge because it is currently not easily accessible. It has been suggested that URA funds be contributed toward reconfiguring of SE Powell Blvd and Milwaukie Avenue and other infrastructure that could address the problem of accessibility while improving freight transit routes for Central Eastside Industrial District businesses. HAND would support such improvements.

However, board members have heard from residents along SE 11th and 12th Avenues, which, while a part of the CEID freight routes, are primarily residential streets between SE Division Street and Hawthorne Boulevard. The long stretches of 11th and 12th Avenues between Division and Hawthorne are all too inviting to motorists in a hurry, who tend to travel at rates much higher than the posted 30mph speed limit, creating risk for pedestrians and family pets attempting to cross the streets, and children playing alongside them. **HAND is adamant that any changes in infrastructure at SE Milwaukie and Powell include mitigation for expected increased speeding traffic along SE 11th and 12th Avenues.** A stop light at SE Harrison, especially on SE 12th would be a good place to start. Any discussion of the issue should include HAND residents at the table.

There has not been mention of discussion of plans for changes in the Milwaukie/Powell intersection with Oregon Department of Transportation, who owns and manages Powell Blvd/Highway 26. We are curious about ODOT opinion.

3363 SE 14th Avenue
Portland, Oregon 97202
February 13, 2015

Portland City Council: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novicks
Commissioner Dan Saltzman

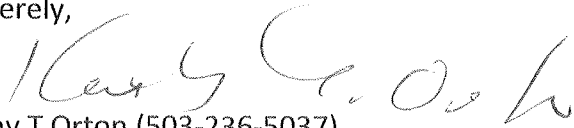
Dear Council Members:

As a long term Brooklyn resident, I would like to urge your consideration of a further addition to the Central Eastside Urban Renewal Area. Presently the only addition is the 'Clinton triangle', which has been requested to encourage development along the Portland Milwaukie Light Rail (PMLR). However, this ignores the vacant and marginal uses along 17th Avenue, as well as, on the south side of Powell Blvd. If the goal is to encourage PMLR development then the entire segment should be incorporated.

To further make this point, several Tables are included. Table 1 shows the South side of Powell businesses. Note the variety of uses, number of employees, mix of old and new businesses and variety of site owners. Table 2 shows the 17th Avenue Brooklyn businesses. Note the variety of uses, site owners, large chunks of unused lots, structures and underused sections. Note also the amount of untaxed property held by TriMet and PGE, some of which are vacant lots. Finally Table 3 shows the current users of the Clinton Triangle. Note that the prime owners of this segment are City of Portland and Stacy & Witbeck. Fire Bureau is considering moving, Stacy & Witbeck are the PMLR. Note also that none of the Brooklyn Industrial Area (26th to 18th, Holgate to Powell) has been suggested as an addition, though it would also make sense to include it.

In conclusion, I would ask that you make the addition of South of Powell and entire 17th Avenue PMLR route to the Central Eastside Urban Renewal Area. For future consideration, the Brooklyn Industrial area should probably be listed as its own Urban Renewal Area. Thank you for reviewing my input.

Sincerely,


Kathy T Orton (503-236-5037)
(Brooklyn resident) kt_orton@hotmail.com

SOUTH SIDE OF POWELL BUSINESSES: BROOKLYN LRT

187070

BUSINESS NAME	ADDRESS	MGR/EMPLOYEES	LOT OWNER	NOTES
Classic Pianos	3003 SE Milwaukie	Yes/10	Moe Unis (PDX)(mgr)	World renown
Arco AM/PM	1110 SE Powell	Yes/4	West Coast Products (TX)	350,000 yr. income
Edelweiss Deli	3119 SE 12 th	Yes/16 FT	George Baier (Dundee) (mgr)	2.1 million income
Brooklyn House Restaurant	3131 SE 12 th	Yes/ varies	George Baier (Dundee)	New business
Bushwacker Cider	1212 SE Powell	Yes/4	Brauer (Oregon City)	Seats 40, 1 st location
Peake Contracting	3210 SE 12 th	Yes/2 varies	Brauer (OC)	
Every Family Needs Music	1212 SE 12	Yes/8/varies	Brauer (OC)	All types lessons,city wide
Portland Juice Co.	1212 SE Powell	Yes/2	Brauer (OC)	New business
Subway	1212 SE Powell	Yes/ varies	Brauer (OC)	24 hours
Otak	3111 SE 13 th	?	Brauer (OC)	No info
Artcraft Silversmiths	3111 SE 13 th	Yes/ 2-4	Brauer (OC)	1919 company
Morrison Breakthrough	SE 13 th	Yes/?	Brauer (OC)	Addictions recovery
The Printer Place	1340 SE Powell	Yes/?	Powell Props (PDX)	
Viola Catering	3225 SE 14	Yes/varies	Powell Props (PDX)	5 year company
US Post Office	1420 SE Powell	2-4	Sunseri (PDX)	Long term location
Twilight Café	1420 SE Powell	Yes/ varies	Sunseri (PDX)	New mgr.
Brooklyn Holding Co.	1440 SE Powell	Yes/ varies	Sunseri (PDX)	Just opened
Gandalfs Pipe Shop	1450 SE Powell	Yes/varies	Sunseri (PDX)	New business
Shikosha Dental Lab	1526 SE Powell	Yes/ 40+	SKS Mgmt (PDX)	50 years 1-5 million income

Table 1

BROOKLYN PMLR 17TH AVENUE BUSINESSES

187070

NAME	ADDRESS	SITE OWNER	NOTES
Swedes Auto Repair	1725 SE Powell	Inkster Invest. (LO)	Long term business
Oregon Breakers	3365 SE 17	Metro Metal/Winkler(PDX)	New business
House	3111 SE 18 th	L. Fischer (site)	Only home east of 17 th route
Futball	3401 SE 17	VW & SHZ Props (PDX)	Large client base
Viridian Phoenix	?	?	Not able to locate info
Morgan Auto	1737 SE Rhine	Winkler (PDX)	Long term business
Brooklyn Building Supply	1630 SE Rhine	Norco (SE 21 PDX)	New business
G & H Cycles	1630 SE Rhine	Norco (PDX)	Motorcycle repair
Unoccupied	3525 SE 17	Dahlgren (PDX)	Recently open
Manor Mgmt Services	1625 SE Lafayette	Dajo LLC (owner)	Long term business
Old Chun King/now a food vendor/no signs	3617 SE 17	Merz (CA)	? mobile food trucks
House	3625 SE 17	Watt to Booths (PDX)	Owner occupied
House	1635 SE Rhone	Watt tp Booths (PDX)	Owner occupied
PGE	3700-3834 SE 17	PGE	Also has lot north of 3700 & 3600 Lafayette
TriMet	4031 SE 17 th	TriMet	Also has lot extends to Holgate, multiple parking lots on west side of 17 th
Lot	17 th & Holgate	TriMet	Had extensive retail/office before demolition
D & H Flagging	1612 SE Holgate	Three Chickens (Pardee)	Key corner lot
The Stor Room	4534 SE 17	StoreN Lok (Vanc.WA)	Key corner lot
Cascade Direct (for sale)	4644 SE 17	PECO (OR)	For sale
Cantel	1511 SE Holgate, 4629 SE 17	Cantel (Holgate)	
Lots	4707, 4771 SE 17	Key Bank (WA)	Available
PECO	4720 SE 17	PECO (Clackamas;corporate)	Slated to move ?
Garage	1621 SE Pardee	Three Chickens (Pardee)	
Old Carpet City	1511 SE Holgate	Holgate Shops(owner)	Vacant
Lot	1151 SE Holgate	ODOT	

Table 2

PROPOSED TRIANGLE ADDITION BUSINESSES

NAME	ADDRESS	SITE OWNER	NOTES
PDX Fire Bureau	1131-1135 SE Powell, 1300 SE Gideos	PDX	Long term usage, possibly will move
Club Caribe	1195 SE Powell	Feng (PDX)	2011 owner/various venues
Southeast Grind	1223 SE Powell	Stacy & Witbeck (CA)	Long term 24 hr, coffee shop
Web services	1233 SE Powell	Stacy & Witbeck (CA)	
SPI Shelter Products	1490 SE Gideon, rest of Powell to 17th	Stacy & Witbeck (CA)	Existing business has 263 million income
Warehouse	1240 SE Gideon	Stacy & Witbeck (CA)	Vacant?
Bescoe Electric/other renters	1212 -1226 SE Gideon	Gidland (PDX)	Only one unit has signage, others look occupied
TriMet Right of ways	1421, 1505 Se Gideon	Tri Met	Adjacent to MLR, Clinton Station

Table 3

**Testimony for City Council On URA Amendments and Development
Agreements Being Considered for Adoption, February 26, 2015**

Good afternoon Commissioners, Mayor Hales,

You've heard a lot of details in the last couple of hours, and several specific requests. I'm not going to reiterate them – you will find my specific recommendations to you documented in the joint letters housing advocates have submitted to you and to PDC in the last month. I'm instead going to step back into the big picture again.

Portland is becoming a City that doesn't work, for a large percentage of the people who live and work here.

Even before our vacancy rate fell to under 2%, an estimated 54% of ALL renters in Multnomah County spent more than 30% of their income for rent, and over half of people with incomes below 50% of MFI spend more than half their incomes for rent.¹

These people are making choices every day between paying their rent and buying food and medications, heating their homes, buying their kid a winter coat, or taking classes that would help them get a better job. Think about what would you be unable to buy if you had to spend 50%, of your income on housing.

The new draft Comprehensive Plan says most of the new housing in Portland will be built in the Central City. But the vast majority of the need is for housing for low and moderate-income people. If this process in North Macadam is an indicator of the approach that will be taken, most of what will be built will not fill that need. And without strategies for preserving a real diversity of housing in our older neighborhoods, you will not be able to build sufficient affordable housing in the Central City to even just offset the losses, never mind increase the supply.

We cannot do what needs to be done simply by investing public money in subsidized housing — though that will certainly need to be one of the strategies. We need to shape the incentives and requirements — the

¹ The latest data we have shows that 67% of people in Portland with incomes below 30% of MFI, and 38% of people with incomes between 31 and 50% of MFI spent more than 50% of their income on rent.

environment in which development takes place — to level the playing field between the people who want to create a diverse housing stock, and those who simply want to make the most money possible on their land and developments.

This Council, and PDC are continuing to behave as though incentives are required to get developers to build in the City at all. The evidence does not bear this out.

In the River District negotiations, the landowners and private developers told City Council that they would not build at high densities unless the City provided incentives. Will White told the Council otherwise, but the Council believed the story they were told, and rather than mandatory affordability requirements, they put mandatory density increases in the development agreements.

20 years later, after clear demonstrations that builders WANT to build a densely as they can on these prime pieces of real estate, the Council is beginning to discuss whether they could provide density bonuses in exchange for some affordable units. That's a useful step, but a very small one.

We need a commitment to policies and tools that will shape the City's housing supply to match the incomes of the people who live here.

Advocates gave you a list of those tools 20 years ago. They included:

- Mandatory inclusionary zoning
- Linkage fees so that employers contribute to housing the low-wage workforce on which they rely
- A land speculation tax to reduce gentrification and displacement and preserve a diversity of housing in older neighborhoods
- Land banking, and
- Permanent affordability requirements for all publically subsidized housing and affordable housing generated through regulatory tools

None of those tools, save long-term affordability requirements on publically subsidize housing, have been implemented, even in the urban renewal districts, where the City has invested millions of public dollars to create huge

increases in value for private land owners. And here we are, watching our city become less and less affordable for most the people who make it home.

Yes, it would be a big challenge to make the shifts needed to reverse this trajectory, but this City has successfully taken on many big challenges: the tram, waterfront park, the light rails system, and many others.

The City is failing to create the framework that will lead to a housing supply that meets the needs of its citizens. The best time to have created that framework was 20 years ago. The next best time is now.

If you fail to make this shift, you are not only creating hardships for innumerable people; you are also undermining many of the other goals you hold dear.

You cannot succeed in limiting carbon emissions, increasing high school graduation rates, eliminating food deserts, and creating livable, complete neighborhoods, without creating a housing supply that matches the incomes of the people who live in this City a central priority.

We are asking you to acknowledge these connections and not limit yourselves to what's easy. We are asking you to be stewards of the future, to champion diversity, equity, and sustainability; to build a City that works for all of us.

Thank you.



Tasha Harmon
9777 SE Tenino Ct
Happy Valley OR 97086
503-788-2333
Tashaharmon80@gmail.com

Breakdown of the reported total NMAC housing expenditures of \$35.3M (including \$27.8M of Set Aside monies)

Info from PDC staff	Comments
<ul style="list-style-type: none"> • \$8M on acquisition (\$5M associated with block 49 and \$3M associated with block 33 - however, block 33 was sold to OHSU and not developed as housing). 	<p>These data indicate that \$28M (\$5M acquisition + \$23M loans) has actually been spent on affordable housing at Block 49 (Gray's Landing) – not the full \$35M.</p>
<ul style="list-style-type: none"> • \$23M for soft loans - Block 49 (\$1.2M was predevelopment and not counted in the set-aside to avoid double counting subsidy) 	<p>PHB gets to retain program income (i.e. any soft loan payoffs) from the URA funds. Are those resources still considered "TIF" resources that would be reinvested in the district?</p>
<ul style="list-style-type: none"> • \$900K on PHB staff/overhead since the formation of the Housing Bureau - the total number does not include PDC staff time /overhead spent prior to formation of PHB. 	<p>The initial TIF Set Aside policy did not allow staffing overhead to be included as a set-aside expense. It appears that in the 2011 amendments, admin expenses were added as an eligible set aside expense. Does the current Council agree with this policy?</p>
<ul style="list-style-type: none"> • \$3.3M on professional and technical services and other predev costs - mostly related to environmental work and other site prep with block 49 that occurred prior to the beginning of the set aside policy. 	<p>This should not be attributed to the TIF Set Aside. The policy was the expenditures moving forward when the policy was adopted, and these expenditures were never reported as TIF Set Aside expenses in the early reports. They should not be charged to the Set Aside retroactively.</p>
<ul style="list-style-type: none"> • \$150k on other housing related predevelopment activities. 	<p>What are the work products associated with the "Other housing related predevelopment activities"?</p>

February 26, 2015

RE: North Macadam URA Plan Amendment

Mayor Hales and Council Members,

I want to start by thanking you for your decision to reaffirm the City's Comprehensive Plan Housing policy that all new redevelopment areas will reflect the income distribution of the city, and for affirming your commitment to meet the North Macadam Housing Goals adopted in 2003. I also thank you for your decision to re-establish a process for annual monitoring and reporting of progress towards meeting these goals. These are welcome modifications to the Plan released last fall.

I strongly encourage you to now make a concrete a plan to meet these goals. With City Council's commitment and leadership the goals will be met, without it, they won't.

Portland has a history of getting things done. It has taken on, and successfully completed, difficult, expensive and complex projects such as the redevelopment of Columbia Villa and Iris Court, Light Rail, Portland Street Car, and the Arial Tram, to name just a few. These all required long term commitment and coordination of multiple city agencies as well as significant public investment.

Similarly, to meet the North Macadam housing goals, the City needs a multi-year development plan with specific sites, draft project concepts with anticipated number of units, and timelines.

Buying units in a future market rate development is not an effective strategy or a wise use of public funds as it would most likely to result in higher per unit costs. You could easily spend the money, but that is not the goal, the goal is to build housing for lower income people.

The need to secure land for affordable housing was identified as fundamental to meeting the housing goals in 1999 when the URA was established, in 2003 when the Housing Strategy was adopted, and several times since. It is still literally the foundation of a successful housing strategy, yet it has not been done.

Most of the infrastructure has been built, as well as thousands of market rate condos and apartments, offices, retail shops, parking garages, and hotels. Today there is only one building with 209 units of affordable housing.

On page 21 of *The Report on North Macadam UR Plan Amendment*, is list of 14 PDC Owned Properties. According to this chart, most have been sold or disposed of for parking facilities, hotels and condos, a park, and streets. There are 4 remaining "active" sites including a double block across from the park. This is often referred to as Block 33. In the early days of the district, this lot was slated to be the center piece of the City's affordable housing strategy. In fact, by 2006 the City had invested over \$6M to secure this site for 400 units of affordable housing. No housing has been built here and the city has released the owner of the site, OHSU, of its obligation to make it available for housing; yet it appears that \$3M of PDC housing funds are still tied up at the site.

I suggest the City enters into a Development Agreement with OHSU to build affordable housing here. OHSU has had the use of City funds for over 10 years while property values throughout the district have continued to rise. Alternatively, OHSU could transfer another suitable site from their extensive holdings in the district for housing affordable to its low income clients and workers.

Similarly, PSU should be required to make a site available for low income housing. They too employ workers who travel long way to their jobs because they can't afford housing in the district.

Zidell also should be required to make a suitable housing site available. The City intends to spend nearly \$25M of public money to build streets and other public improvement to make Zidell's (and OHSU's) land developable and more valuable. Allowing the city, to buy land for affordable housing, is a minimal requirement in exchange for past and future large public expenditures.

Alternatively, Zidell and OHSU could pay to complete Bond Street and all other public infrastructure as developers must do in non-URA projects. The City could use the money for affordable housing and parks.

Sixty years ago, Portland established its first urban renewal district, the South Auditorium URA. Historic Italian and Jewish communities were demolished displacing thousands of residents along with churches, community centers and small businesses. In their place high rise apartments, strip malls and concrete parks and fountains were built. It seemed like a good idea at the time but I think many of us agree today, that this was not the right thing to do. Much of that area is being added to No Mac URA in this Plan Amendment. As a community we have the opportunity to get it right this time; to build a vibrant, diverse neighborhood and not repeat past mistakes.

With Council's leadership and direction we can do this. Without your leadership it will not happen.

Thanks again for taking the time and effort to make this emerging neighborhood one that is affordable and accessible to people of all income levels and one that the City will be proud of for generations to come.

Margaret Bax

3435 NE 22nd Ave

Portland, Oregon 97212

5. HOUSING

a. General Goal

Provide for new housing units in livable mixed-income neighborhoods that collectively reflect a diversity of housing types, occupancy (rental and owner-occupied), and income levels in the City. Support housing development that is geared to support the Area's employment generation goals.

b. Specific Goals

(1) Provide a wide range of housing opportunities to accommodate households at all income levels, including low income, moderate-income, and market-rate rental and owner-occupied housing, which support prospective residential markets in, adjacent to, and near the Area.

(2) Develop quality housing in a manner that makes available housing opportunities for a profile of household incomes that are representative of the City as a whole.

(3) Consistent with Jobs goals and where financially feasible, encourage and promote housing opportunities for Low and Very low-income households.

(4) Promote and encourage a density of housing in the area which supports transit orientation and rider-ship, and which accommodates the city's housing unit growth goals in this central city location.

(5) Encourage programs which create linkage between employment and housing in or near the Area. Pursue an appropriate balance of jobs and housing to insure vitality and reduce congestion. Promote housing which supports and enhances the attraction of new jobs to the Central City and creates residential linkages with the research and medical facilities on Marquam Hill.

(6) Promote the development of housing in the Area which supports a connection with the surrounding neighborhood, and provides increased housing opportunities for nearby residents and workers.

(7) Develop and support services and amenities necessary for a quality neighborhood as well as assisting the maintenance and production of substantial and well-designed housing.

(8) Assess the impact of new development on existing housing in the Area to prevent or mitigate potential displacement.

Goal 4 Housing: Enhance Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households.

Policy 4.1 – Housing Availability: Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future.

Policy 4.3 – Sustainable Housing: Encourage housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.

Policy 4.4 – Housing Safety: Ensure a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.

Policy 4.6 – Housing Quality: Encourage the development of housing that exceeds minimum construction standards.

Policy 4.7 – Balanced Communities: Strive for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.

Policy 4.8 – Regional Housing Opportunities: Ensure opportunities for economic and racial integration throughout the region by advocating for the development of a range of housing options affordable to all income levels throughout the region.

Policy 4.9 – Fair Housing: Ensure freedom of choice in housing type, tenure, and neighborhood for all, regardless of race, color, age, gender, familial status, sexual orientation, religion, national origin, source of income or disability.

Policy 4.10 – Housing Diversity: Promote creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community.

Policy 4.11 – Housing Affordability: Promote the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

Policy 4.14 – Neighborhood Stability: Stabilize neighborhoods by promoting: 1) a variety of homeownership and rental housing options; 2) security of housing tenure; and 3) opportunities for community interaction.

Table 5 – PDC-Owned Properties

Property Name	Address	Status
South Waterfront Lot 8	SW River Drive/River Parkway/Moody/Hall	Disposed
South Waterfront Lot 3	2095 SW River Parkway	Active
South Waterfront Lot 4	2397 SW Moody Avenue	Active
South Waterfront Lot 1	SW River Parkway	Disposed
SWF Parking Lot "Block J" - South Parcel	1720 SW Front Avenue	Disposed
Former Public Storage	3508 SW Moody Avenue	Disposed
Double Tree Hotel	310 SW Lincoln Street	Disposed
NMAC Block 49	SW Bancroft/Bond/Lowell/Moody	Disposed
3604-3516 SW Macadam Ave	3604-3516 SW Macadam Avenue	Active
SW Montgomery	SW Montgomery Street	Active
RiverPlace Parking Garage	1852 SW River Drive	Disposed
MLK Grand Viaduct		Disposed
N Mac St Bond		Disposed
South Auditorium Park Block C	2397 SW Moody Avenue	Active, Parks mgmt

Source: PDC

j. Transit

Significant investments in public transportation have been made to the North Macadam Urban Renewal Area in recent years, including multiple streetcar extensions, a new regional light rail line, and a shared transit-way with regional bus service. Following the opening of the Portland-Milwaukie Light Rail Project in September 2015, public transportation to and within the North Macadam Urban Renewal Area will include frequent bus, streetcar, and light rail service. Bus service includes Route 35/36 on SW Macadam (northbound) and SW Moody (southbound) between downtown Portland and Lake Oswego, which provides with over five buses per hour in the weekday peak period and two buses per hour the rest of the day, seven days a week. At least 2 additional bus routes will travel on the new shared transit-way and Tilikum Crossing between downtown and southeast Portland, including Route 9 (Frequent Service) and Route 17 with over 5 buses per hour in the peak period and 3 buses per hour the rest of the day. On the western periphery of the district, Routes 54/56 provide Frequent Service to SW Portland and Beaverton, 7 days a week. Two streetcar routes will circulate through the district, including the North-South (NS) route with service to NW Portland, and the Central Loop (CL) route with service to inner NE and SE Portland, both of which will operate with four or more trains per hour throughout the day, seven days a week. The Orange MAX Line will serve two stations within the district with six trains per hour in the peak period and four trains per hour the remainder of the day with service between downtown Portland and Clackamas County. In addition, an aerial tram provides service between the Central District and Marquam Hill every five minutes throughout the day, six days a week.

With the proposed expansion of the North Macadam Urban Renewal Area in 2014 the district will be directly adjacent to the Portland Transit Mall, which provides access to two additional MAX routes (Green and Yellow) and regional bus service that provides frequent, all-day service, seven

days a week to most parts of the region. Transit service to the original area is detailed in the following section.

2. *Social Conditions*

A description of some key demographics in the NMURA is shown in the tables below. The data is from the 2010 census and then projected for 2014 and shows that the NMURA is populated by 5,636 people with a median age of approximately 34 years.

Table 6 - Key NMURA Demographics

Category	NMURA
Population	5,636
Households	3,512
Median age	≈34 years
Average household income	\$82,223
Average per capita income	\$50,567
Total housing units	4,106
Housing occupancy rate	85.53%

Source: PDC, Esri forecasts for 2014 data using the 2010 Census.

The majority of the population (79.99%) in the NMURA is white, and the next largest race category that residents identify with is Asian (11.62%). All other categories combined only make up 8.9% of the population. According to the census, people of Hispanic origin make up 4.25% of the NMURA, and identifying as Hispanic is an ethnicity (as opposed to a race, according to the census) and people who identify as Hispanic may be of any race.

Table 7 - ONM's Distribution of Race

Race and Ethnicity	Percent of population
White	79.99%
Black	1.61%
American Indian/Alaska Native	0.49%
Asian	11.62%
Pacific Islander	0.20%
Other race	1.44%
Two or more races	4.75%

Source: PDC, Esri forecasts for 2014 data using the 2010 Census.



The League of Women Voters of Portland

310 SW 4th Avenue, Suite 520, Portland, OR 97204

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MEMORANDUM

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DATE: February 26, 2015

TO: Mayor Charlie Hales, Commissioners Fish, Fritz, Novick, and Saltzman

FROM: League of Women Voters of Portland
Kathleen Hersh, Co-president
Debbie Aiona, Action Committee Chair
Shelley Lorenzen, Action Committee member

Urban Renewal Area Modification Proposal

The League of Women Voters of Portland appreciates the steps Mayor Hales is taking to rethink Portland's urban renewal areas. While we support the move to reduce property tax diversions from reduced and terminated urban renewal areas in order to benefit the taxing jurisdictions, we have concerns and recommendations about several of the proposals.

Central Eastside Urban Renewal Area Plan Amendment

The proposed Central Eastside amendment would expand the size and extend the life of the district by five years. The League urges City Council to oppose the amendment.

The proposed acreage expansion and half the funds (\$10 million) from the five-year extension are targeted for development adjacent to the new Clinton light rail station. The City owns much of the land in the proposed Clinton Triangle expansion area. Surely we can find a different way to fund moving the city services located there, installing infrastructure, and guiding planned private development without taking more money from classrooms and mental health services. Is it possible, for example, to issue bonds that would be repaid by proceeds from the sale of the improved land and system development charges when it is developed?

The district, created in 1986, was due to expire nine years ago. In 2006, a review committee, the PDC board and the Planning Commission all recommended extending the life of the district by eight years and increasing the maximum indebtedness by \$23 million. City Council instead chose to extend the district by 12 years and increase the maximum indebtedness by \$35 million. If five *more* years are added to the Central Eastside URA, it will have been in existence for 37 years before it stops issuing debt. This would make it the longest-lived district in the city's history. The local taxing jurisdictions including Portland Public Schools, Multnomah County, and the City's General Fund will not fully recover their foregone revenue until mid-century (2051/52). If the district ends in 2018, per the last amendment, the "break even" point would occur in 2035/36.

The other funds from the extension are targeted for opportunities that have recently emerged. Anyone passing through the Central Eastside today will observe an actively developing district benefiting from many years of public investment. It by no means exhibits the underperformance and decay of an area in need of urban renewal. Additional projects that would be "nice to do" will continue to come up because Central Eastside is an interesting and viable area. It is the League's position that the district should end in 2018, as currently planned. It is time to let the district continue its positive trajectory with private investment under the guidance of the Bureau of Planning and Sustainability and with support from city resources when needed.

It has been said that urban renewal districts should not be used as the city's ATM. Extending the Central Eastside Urban Renewal Area is doing just that by taking money from the county's and schools' accounts to pay for improvements the city alone should provide. We urge City Council to let the Central Eastside Urban Renewal Area expire after 32 years and find another funding mechanism for the Clinton Triangle development.

North Macadam Urban Renewal Area

Zidell Agreement

The proposal before you today would extend the life of the North Macadam Urban Renewal Area by five years. These additional five years will allow the PDC to collect property tax revenues to support infrastructure and other improvements critical to the success of the Zidell family's private development plans. We understand negotiations with the Zidells as to what they will do in the way of parks, greenway, and affordable housing in return for the very substantial investment of public dollars have stalled or, at best, may be ongoing. In the League's view, extending the life of the urban renewal area in advance of a deal would be a critical mistake. That extension is your bargaining chip: No development agreement – no urban renewal commitment for infrastructure improvements.

We also urge the City *not* to consider the Zidell's planned private development to be a fair exchange for our investment of urban renewal dollars. As is typical of such urban renewal development agreements, the Zidells would have *no* obligation to develop anything unless the market is there. The City should stay firm on its requirements that Zidells must commit to affordable housing, parks, and greenway improvements in

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exchange for urban renewal dollars. Should the Zidells decide they are not willing to make these commitments, then the League urges the City to exercise its zoning powers to require these fundamental features as a part of the development of properties owned by Zidell and OHSU.

Affordable Housing

Although the League appreciates the consideration city staff have devoted to the North Macadam affordable housing concerns in the last few months, we cannot support adoption of the plan amendment until there is more certainty about how the district housing goals will be met. Before City Council adopts the amendment, the city should provide more details on the number and affordability of units in the Parcel 3 project and secure commitments for housing sites from each of the major property owners: PSU, OHSU, and Zidell. The district's five-year extension and expansion is critical to their future success. The city should use that as leverage to acquire items that benefit the public, including land for affordable housing and parks.

Approximately 2,500 residential units have been developed within the current boundaries. In order to meet the goals that apply to the first 3,000 units, 270 more affordable units are needed, with 124 affordable to households earning 0 – 30 percent of median family income (see chart below).

	Original Strategy Goal 2003	Achieved to Date	+/- Original Goal Achieved to Date
0-30% MFI	166	42	-124
31-60%MFI	313	167	-146
Subtotal Long term Affordable 0-60% MFI	479	209	-270
61-80% MFI	103	0	-103
81-100% MFI	172	0	-172
101-120% MFI	34	337	+303
Subtotal 61-120% MFI*	309	337	+28
Total	788	546	-242

Source: Recommendations for Affordable Housing Goals in NMAC URA, memo from Portland Housing Bureau to NMAC URAC Housing Subgroup, October 28, 2014

Once the number of residential units has reached 3,000, the district's housing strategy calls for production of affordable units to meet the citywide income profile as required by the Comprehensive Plan Housing Policy (4.7, Objective 1).

1999 Framework Plan

Summary of Income Distribution of Proposed Build-out Scenarios as compared to Citywide

MFI Ranges	Citywide Profile	City Policy Profile	Constrained Funding Model		
			% by Income	Total Units	Affordable
0-30%	13.50%	405	6%	166	166
31-50%	17.20%	516	7%	211	211
51-80%	16.70%	501	7%	205	205
81-100%	14.10%	423	6%	172	172
101-120%	11.10%	330	20%	608	34
121-150%	21.70%	651	43%	1292	
151-+%	5.80%	174	12%	346	
Totals		3000		3000	788

Source: North Macadam Urban Renewal Area Housing Development Strategy, 2003

The public is understandably skeptical of the city's commitment to affordable housing in South Waterfront. Fifteen years have passed and only 209 units have been developed. Longtime observers have seen the city release property owners from their affordable housing obligations more than once. The Central District Development Agreement included a commitment from North Macadam Investors for 400 affordable units, with 274 for households earning up to 60 percent of MFI. The city assumed responsibility for those units when it executed the tram funding package in 2006. In 2009, it abandoned an agreement with OHSU that would have resulted in 400 affordable units in the air space over a parking garage to be located just west of Elizabeth Caruthers Park. Late last year a new development agreement with PSU replaced a prior agreement that included 150 affordable units.

In addition to securing sites for future affordable projects, more information is needed in the report accompanying the plan amendment. Oregon's urban renewal statute requires that substantial amendments include a description of each project, estimated total cost with sources of moneys to pay such costs, and anticipated completion dates. This information is available for transportation, commercial redevelopment, and other anticipated projects, but there are no details on the timing, location, or cost of affordable housing development. In light of the city's history of abandoning affordable housing commitments in development agreements, including specifics in the amended urban renewal plan would not only comply with state law, but also help rebuild public trust.

Other items of concern in the report accompanying the plan include:

- The concept of meeting the income profile of the city as a whole is not just an ongoing community priority; it is also adopted city policy (Comprehensive Plan Housing Policy: 4.7, Objective 1) and should be stated as such (p. 28).
- The report should include information on the housing goals for the expansion area. The League recommends meeting the income profile in newly developed units.
- The Harbor/Naito site has always been a questionable option for affordable housing. Unless the city is confident it is a viable location, it should be left out of the document (p. 29).

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- Affordable housing experts question the feasibility of buying units in market rate projects. The preferred approach is planning and developing affordable projects from the ground up (p. 29).

A recent report in *Governing* magazine (*Gentrification in America*, *Governing the States and Localities*, February 2015, governing.com/gov-data/census/gentrification-in-cities-governing-report) places Portland at the top of the list of 50 U.S. cities in the number of neighborhoods experiencing gentrification since 2000. The draft Comprehensive Plan anticipates significant residential growth in the Central City, including South Waterfront. If Portland is going to live up to its ideal of a diverse and inclusive city, it needs to devote considerably more attention and resources to housing affordability. Again, we urge you to withhold approval of the amendment until there are more specifics on Parcel 3 and firm commitments for affordable housing sites in the district.

River District

The proposal before you today would remove about 36 acres from the River District and allow all property taxes on those acres to flow to the city, county, and schools. The League respectfully requests more acres be removed from the River District Urban Renewal Area for the following reasons. While 36 acres may sound significant, the financial impact on the affected taxing jurisdictions actually is very small. Only about \$5.4 million in total would be returned to the taxing jurisdictions in 2015/16. The city would have only \$1.5 million more to spend on citywide services, the county \$1.4 million. These are insignificant sums in comparison to what the River District will continue to drain from city, county, and school coffers. In 2013/14 alone, \$32.6 million in property tax revenue went to the PDC to pay for River District projects. That is nearly one third of the \$107 million in property tax revenue that flowed last year to PDC from all of the city's urban renewal districts.

The League believes there is at least one obvious way more acres could be removed from the district now and more tax dollars returned to the taxing jurisdictions. Since the early years of the district, which has been in place since 1998, \$60 million has been budgeted for the Post Office property -- which required tying up a corresponding number of acres and property tax dollars to support that amount. Recently that figure was reduced to \$30 million, which is better but still significant.

We have been advised by the PDC that, in any Post Office deal, the City simply would serve as a legal intermediary between the U.S. Postal Service and the private developers of the property. In short, the City would buy and flip the property. Because of the unfortunate impact on the city, county, and schools, we urge you to explore whether this plan could be funded just as well by means other than urban renewal dollars. In other words, find another source of financing for the purchase and sale of the Post Office property, release the assessed value supporting the \$30 million Post Office line item and return the corresponding tax revenues to the taxing jurisdictions. Should this prove impossible, we ask that the size of the district be reduced immediately upon completion of the Post Office deal.

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CENTRAL EASTSIDE INDUSTRIAL COUNCIL

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December 9, 2014

Mayor Charlie Hales

Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Steve Novick

Commissioner Dan Saltzman

Re: Central Eastside Urban Renewal Area Amendments


The Board of Directors of the Central Eastside Industrial Council appreciates the opportunity to share our concerns about the expansion and extension of the Central Eastside Urban Renewal Area (URA). Peter Finley Fry represented the board on the advisory committee. We support the advisory committee recommendations on the expansion and extension of the URA with the understanding that the projects support the following priorities:

- Ensure efficient freight movement. Infrastructure improvements that enhance freight movement are a top priority, especially in the southern end of the district where higher density development is envisioned to occur. These improvements would also improve safety and access for all users of the transportation system and the district. Safer and easier access to Powell Boulevard and the Ross Island Bridge are a high priority and will facilitate more intensive business development around the light rail stations.
- We are concerned about comments in the memo to City Council, Recommendations of the Urban Renewal Area Amendments Advisory Committee dated November 21, 2014. The citation implies that the expansion is for the benefit of the "underdeveloped" area adjacent to the Clinton station. Urban renewal funds are intended to spark development of blighted areas where the cost for development exceeds the potential based on market demand. That is not the case here. Some of the area was purchased for staging the light rail line. The land is a prime location for development when the alignment is done, and will be developed without the need of urban renewal funds. CEIC favors allocation of funds to increase access to and through the area which may be impacted by more intensive development.
- The ODOT blocks on Water Avenue have been identified by CEIC for years as an important development opportunity to add to the City's tax base. It is a high priority for our board that development on the property contributes to both the employment base of the City as well as the tax base. This development should be prioritized for private sector employment expansion.
- More intensive development around the ODOT blocks or the light rail stations may lead to the need for structured parking in the future. We support evaluating the need and adding structured parking if it is deemed to unlock the development potential for those priority sites. This assessment should be coordinated with the CEIC's Transportation and Parking Advisory Committee.
- CEIC supports consideration of concerns raised by the Hosford-Abernathy Neighborhood Association regarding safety issues on SE 11th and 12th Avenues between Division and Hawthorne. We do not favor speed bumps as a method to slow traffic because they are not compatible with freight movement but we do favor other methods such as additional traffic lights or pedestrian crossing lights, as long as they are designed to maintain the width of the street.

The Central Eastside has and will continue to be a unique opportunity for Portland to grow its industrial and commercial job base. During the economic downturn and recovery, the Central Eastside outperformed most surrounding districts in job growth. We are an attractive location for startups and growing businesses and are home to a number of diverse industry clusters in manufacturing, distribution and creative industries. In particular, the areas surrounding the light rail stations in our district present an opportunity to capitalize on the potential for startups in the biotech and medical instruments industries based on close proximity to the Knight Cancer Center and affordable development opportunities compared to the South Waterfront area. Positive factors for our growth include the industrial sanctuary designation and zoning, stable conditions that promote long term investment, and close proximity to downtown and the Central City.

Thank you for the opportunity to work together on these issues.

Sincerely,



Debbie Kitchin
CEIC President

Parsons, Susan

From: Maggie Tallmadge <maggietallmadge@gmail.com>
Sent: Thursday, February 26, 2015 9:00 AM
To: Council Clerk – Testimony
Cc: Commissioner Fish; Liam Frost; Dingfelder, Jackie; Hales, Mayor; Commissioner Saltzman; Commissioner Fritz; steve@portlandoregon.gov; Detweiler, Jillian
Subject: Tallmadge Comments Re: Amendments to Urban Renewal Plans
Attachments: Tallmadge_2-26-15 URA Amendments Hearing Comments.pdf; Tallmadge_Additional Comments RE URA Amend..pdf

Dear Mayor Hales, Commissioner Fish, Commissioner Fritz, Commissioner Novick, and Commissioner Saltzman:

I am unable to provide oral comment today, but hope you will consider my attached comments as well as the abundance of testimony you will hear. I know this is a difficult issue, and I thank you for your thorough consideration and leadership.

Sincerely,

Maggie

--

Margaret Tallmadge

781-697-0021

www.linkedin.com/in/mtallmadge/

February 26, 2015

To: Portland City Council

From: Margaret Tallmadge
2225 NW Hoyt St.
Portland, OR 97210

RE: Approval of Urban Renewal Area Amendments

Dear Mayor Hales, Commissioner Fish, Commissioner Fritz, Commissioner Novick, and Commissioner Saltzman:

Thank you for your time and thorough evaluation of the URA amendments, especially as they relate to citywide affordable housing.

You have heard my hesitation along with the hesitation of the Planning and Sustainability Commission to accept these amendments. I am attaching my last memo, but this time with an urge that the City recognize its past promises and failures. I cannot continue to see our most vulnerable communities and, a large portion Portlanders, increasingly rent burdened, displaced, underhoused and homeless.

The City and your predecessors have already placed upwards of \$125 million of renewal funds and subsidy in this area—tram, phantom parking lots, property purchased at overvalued rates, and condos without promised affordable units. Yes, the nation and the world experienced an economic downturn during this period, but the lack of leadership and accountability is disconcerting to say the least.

I hope with this iteration, housing affordability, accountability to agreements and reporting, and efficient use of taxpayer dollars is truly your priority. Own this project and make housing affordability your legacy—do not give another deal away with vast subsidies and lackluster results.

Additional strategies necessary to ensure your legacy and the health of Portland:

- Require, do not hope, private developers include affordable housing for 0-30% and 30-60% MFI.
- Set clear timelines, budgets, locations and contractual obligations for development projects.
- Monthly check-ins to ensure all parties are meeting contractual obligations and reporting requirements. A separate body such as the PSC could help ensure monitoring.

- Land banking and displacement strategies need to be added to your cadre of tools. Buy land early and not at egregiously overvalued prices.
- Affordable (under 60% MFI) units need to be built efficiently, not politically.
- Community involvement and stakeholder engagement means more than one social service provider/affordable housing provider on a URAAC. Ensure this mistake is not made again.
- Use TIF set aside to ensure the 35% affordable housing goal. The City has already spent enough on urban renewal in this area without fulfilling its affordable housing obligation.
- Foster and reward leadership in efficient and effective affordable housing policies and development.
- Continue to find revenue sources for a housing general fund.

Thank you again for your careful consideration of these Amendments and public testimony.

Sincerely,

A handwritten signature in black ink, appearing to read "Margaret Tallmadge". The signature is written in a cursive, flowing style.

Margaret Tallmadge

December 10, 2014

To: City of Portland Planning and Sustainability Commission
Portland Development Commission
Portland City Council

From: Margaret Tallmadge

RE: Planning and Sustainability Council inaction on proposed URA Amendments'
conformance to Comprehensive Plan

I want to thank the Portland Development Commission (PDC), Portland Housing Bureau (PHB) and City staff for their hard work, outreach and patience in drafting these Urban Renewal Area (URA) amendments.

My intention with a vote of inaction on the proposed URA Amendments, especially in North Macadam and Central East Side, was not to prevent or detrimentally delay URA amendments, needed infrastructure and development. While largely in conformance with the Comprehensive Plan, the amendments fall short of community expectations for affordable housing development. I strongly encourage the Portland Development Commission, the Portland Housing Bureau, and the City to set high standards and goals to meet the needs of the most vulnerable Portlanders—families and individuals in the 0-30% and 31-60% MFI range— rather than maintain or reduce the number of housing units in the North Macadam URA.

After meeting initial debt obligations under the TIF structure, setting a 30% affordable housing requirement at the 0-30% MFI and 31-60% MFI range in these areas would be a welcome precedent. Additional revenue, strategies and partnerships will be required to exceed the PDC proposal presented to the Planning and Sustainability Commission, but if the City is committed to meeting affordable housing needs it will strive to address this challenge creatively. Even if meeting the affordable housing goal in the proposed URAs is unattainable after debt obligations are fulfilled, I expect the City to work toward these goals through accurate and ongoing reporting.

In a similar vein, the area surrounding Central East Side light rail may prove a valuable piece of developable land. And, as we have seen in many parts of the country, transit oriented development can quickly lead to displacement of low income communities and communities of color. I encourage the City and PDC to prioritize developments, which incorporate affordable housing at the 0-30% and 31-60% MFI level in these areas.

I, however, do not believe that the Planning and Sustainability Commission's inaction on the proposed URA Amendments should prevent needed development and infrastructure. I also understand that to meet the existing and future needs of Portlanders, we need housing across all tenures to prevent exacerbating increasing housing costs. Instead, I hope this vote of inaction acts as an impetus for the City and PDC to reevaluate and

reallocate budgets to reflect stated priorities in affordable housing. I encourage the City to pass URA amendments, which add additional requirements for both the City and developers to meet the needs of Portlanders at 0-30% and 31-60% MFI.

I understand that some areas of the City, such as East Portland, are unable to handle additional housing development without improved infrastructure, increased commercial development and economic opportunities, and additional schools. For this reason, a universal standard for housing goals in all neighborhoods would be inappropriate. Instead, the City, Housing Bureau, PDC and community partners should continue to evaluate affordable housing or market rate housing needs and goals on a case-by-case basis given location specific current and projected conditions.

Given the pending deadline on the URA amendment approval and to secure more clarity from PDC and PHB about how affordable housing goals will be addressed, is it feasible to approve the portion of amendments that release land from existing URAs, but postpone the changes that may affect future affordable housing policy? This, again, may entail the Planning Sustainability's proposed recommendation and/or a re-allocation of funding at the City's next budget cycle.

I appreciate the effort, patience, community input and negotiations that contributed to the Amendment proposal presented to the Planning and Sustainability Commission. I hope with additional feedback and proposals the City of Portland can fulfill its promises and obligations to meet the growing affordable housing needs in our City.

Sincerely,

Margaret Tallmadge

Parsons, Susan

From: Parsons, Susan
Sent: Wednesday, February 18, 2015 11:31 AM
To: Commissioner Fish; Fritz, Amanda; Hales, Charlie; Novick, Steve; Saltzman, Dan
Subject: FW: Council: Central Eastside Urban Renewal Area
Attachments: Council Letter.docx; SOUTH SIDE OF POWELL BUSINESSES.docx

Testimony for 2/26.

Susan Parsons
Assistant Council Clerk
City of Portland
susan.parsons@portlandoregon.gov
503.823.4085

From: Lee Orton [mailto:kt_orton@hotmail.com]
Sent: Friday, February 13, 2015 5:41 PM
To: Parsons, Susan
Subject: Council: Central Eastside Urban Renewal Area

Susan,

Attached are copies of letter and Tables that accompany it for the Council Members in preparation for the 2/26 meeting on this issue. If there is any problem in accessing them, please let me know. I will bring hard copies to the meeting as well. Thank you for distributing this information!

Kathy Orton
503-236-5037
kt_orton@Hotmail.com

3363 SE 14th Avenue
Portland, Oregon 97202
February 13, 2015

Portland City Council: Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novicks
Commissioner Dan Saltzman

Dear Council Members:

As a long term Brooklyn resident, I would like to urge your consideration of a further addition to the Central Eastside Urban Renewal Area. Presently the only addition is the 'Clinton triangle', which has been requested to encourage development along the Portland Milwaukie Light Rail (PMLR). However, this ignores the vacant and marginal uses along 17th Avenue, as well as, on the south side of Powell Blvd. If the goal is to encourage PMLR development then the entire segment should be incorporated.

To further make this point, several Tables are included. Table 1 shows the South side of Powell businesses. Note the variety of uses, number of employees, mix of old and new businesses and variety of site owners. Table 2 shows the 17th Avenue Brooklyn businesses. Note the variety of uses, site owners, large chunks of unused lots, structures and underused sections. Note also the amount of untaxed property held by TriMet and PGE, some of which are vacant lots. Finally Table 3 shows the current users of the Clinton Triangle. Note that the prime owners of this segment are City of Portland and Stacy & Witbeck. Fire Bureau is considering moving, Stacy & Witbeck are the PMLR. Note also that none of the Brooklyn Industrial Area (26th to 18th, Holgate to Powell) has been suggested as an addition, though it would also make sense to include it.

In conclusion, I would ask that you make the addition of South of Powell and entire 17th Avenue PMLR route to the Central Eastside Urban Renewal Area. For future consideration, the Brooklyn Industrial area should probably be listed as its own Urban Renewal Area. Thank you for reviewing my input.

Sincerely,

Kathy T Orton (503-236-5037)
(Brooklyn resident) kt_orton@hotmail.com

SOUTH SIDE OF POWELL BUSINESSES: BROOKLYN LRT

ORTON
2-13-15

BUSINESS NAME	ADDRESS	MGR/EMPLOYEES	LOT OWNER	NOTES
Classic Pianos	3003 SE Milwaukie	Yes/10	Moe Unis (PDX)(mgr)	World renown
Arco AM/PM	1110 SE Powell	Yes/4	West Coast Products (TX)	350,000 yr. income
Edelweiss Deli	3119 SE 12 th	Yes/16 FT	George Baier (Dundee) (mgr)	2.1 million income
Brooklyn House Restaurant	3131 SE 12 th	Yes/ varies	George Baier (Dundee)	New business
Bushwacker Cider	1212 SE Powell	Yes/4	Brauer (Oregon City)	Seats 40, 1 st location
Peake Contracting	3210 SE 12 th	Yes/2 varies	Brauer (OC)	
Every Family Needs Music	1212 SE 12	Yes/8/varies	Brauer (OC)	All types lessons,city wide
Portland Juice Co.	1212 SE Powell	Yes/2	Brauer (OC)	New business
Subway	1212 SE Powell	Yes/ varies	Brauer (OC)	24 hours
Otak	3111 SE 13 th	?	Brauer (OC)	No info
Artcraft Silversmiths	3111 SE 13 th	Yes/ 2-4	Brauer (OC)	1919 company
Morrison Breakthrough	SE 13 th	Yes/?	Brauer (OC)	Addictions recovery
The Printer Place	1340 SE Powell	Yes/?	Powell Props (PDX)	
Viola Catering	3225 SE 14	Yes/varies	Powell Props (PDX)	5 year company
US Post Office	1420 SE Powell	2-4	Sunseri (PDX)	Long term location
Twilight Café	1420 SE Powell	Yes/ varies	Sunseri (PDX)	New mgr.
Brooklyn Holding Co.	1440 SE Powell	Yes/ varies	Sunseri (PDX)	Just opened
Gandalfs Pipe Shop	1450 SE Powell	Yes/varies	Sunseri (PDX)	New business
Shikosha Dental Lab	1526 SE Powell	Yes/ 40+	SKS Mgmt (PDX)	50 years 1-5 million income

Table 1

BROOKLYN PMLR 17TH AVENUE BUSINESSES

187070

NAME	ADDRESS	SITE OWNER	NOTES
Swedes Auto Repair	1725 SE Powell	Inkster Invest. (LO)	Long term business
Oregon Breakers	3365 SE 17	Metro Metal/Winkler(PDX)	New business
House	3111 SE 18 th	L. Fischer (site)	Only home east of 17 th route
Futsal	3401 SE 17	VW & SHZ Props (PDX)	Large client base
Viridian Phoenix	?	?	Not able to locate info
Morgan Auto	1737 SE Rhine	Winkler (PDX)	Long term business
Brooklyn Building Supply	1630 SE Rhine	Norco (SE 21 PDX)	New business
G & H Cycles	1630 SE Rhine	Norco (PDX)	Motorcycle repair
Unoccupied	3525 SE 17	Dahlgren (PDX)	Recently open
Manor Mgmt Services	1625 SE Lafayette	Dajo LLC (owner)	Long term business
Old Chun King/now a food vendor/no signs	3617 SE 17	Merz (CA)	? mobile food trucks
House	3625 SE 17	Watt to Booths (PDX)	Owner occupied
House	1635 SE Rhone	Watt tp Booths (PDX)	Owner occupied
PGE	3700-3834 SE 17	PGE	Also has lot north of 3700 & 3600 Lafayette
TriMet	4031 SE 17 th	TriMet	Also has lot extends to Holgate, multiple parking lots on west side of 17 th
Lot	17 th & Holgate	TriMet	Had extensive retail/office before demolition
D & H Flagging	1612 SE Holgate	Three Chickens (Pardee)	Key corner lot
The Stor Room	4534 SE 17	StoreN Lok (Vanc.WA)	Key corner lot
Cascade Direct (for sale)	4644 SE 17	PECO (OR)	For sale
Cantel	1511 SE Holgate, 4629 SE 17	Cantel (Holgate)	
Lots	4707, 4771 SE 17	Key Bank (WA)	Available
PECO	4720 SE 17	PECO (Clackamas;corporate)	Slated to move ?
Garage	1621 SE Pardee	Three Chickens (Pardee)	
Old Carpet City	1511 SE Holgate	Holgate Shops(owner)	Vacant
Lot	1151 SE Holgate	ODOT	

Table 2

PROPOSED TRIANGLE ADDITION BUSINESSES

NAME	ADDRESS	SITE OWNER	NOTES
PDX Fire Bureau	1131-1135 SE Powell, 1300 SE Gideos	PDX	Long term usage, possibly will move
Club Caribe	1195 SE Powell	Feng (PDX)	2011 owner/various venues
Southeast Grind	1223 SE Powell	Stacy & Witbeck (CA)	Long term 24 hr, coffee shop
Web services	1233 SE Powell	Stacy & Witbeck (CA)	
SPI Shelter Products	1490 SE Gideon, rest of Powell to 17th	Stacy & Witbeck (CA)	Existing business has 263 million income
Warehouse	1240 SE Gideon	Stacy & Witbeck (CA)	Vacant?
Bescoe Electric/other renters	1212 -1226 SE Gideon	Gidland (PDX)	Only one unit has signage, others look occupied
TriMet Right of ways	1421, 1505 Se Gideon	Tri Met	Adjacent to MLR, Clinton Station

Table 3

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Portland City Council
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2/2/15

Subject: North Macadam Urban Renewal Area-Revisions

Testimony by: Dr Roger L Gertenrich
3570 SW River Parkway # 501
Portland , Or 97239

I supported the original plan to establish the NMUR District.

I support the amendments to the NMUR Renewal Plan to expand its boundaries & extend the years for it to exist.

Additional recommendations:

- 1) That you respect a primary goal of UR to increase the tax base as the NMUR District is extended towards PSU.
- 2) Respect an other primary goal of UR that being to make the area renewed a better place to work & live.
Balance job creation with the creation of a sense of place.
In the South Waterfront area , for examples , we need a grocery store, and we want the North Greenway done .
- 3) Ask your staff to provide options to balance the business

and developer membership on the Central City Budget Advisory Committee with more community representatives. A community component is just as valid & important as a business one.

On the main Central City Budget Advisory Committee, the residents now have a `voice` at the table but they do not have a `vote`. There needs to be more over all community representatives looking out for the sense of place needs.

Regarding when each of the individual UR districts budgets are evaluated & determined at least one representative selected by a neighborhood organization of standing in that district should be invited to be at the table & should have a vote as well as just a voice.

As an example, in the NMUR District , the South Portland Neighborhood Association & or the South Waterfront Community Association would be the logical groups to send a representative.... one that actually lives in the district where the UR budget has a direct impact on their lives.



Dr Roger L Gertenrich