

## **Eastside Project Advisory Committee Meeting**

**Wednesday, July 20, 2005, 825 NE Multnomah, Second Floor Conference Room, 2:00pm**

**Members in Attendance: Joe Angel, Hank Ashforth, Dick Cooley, Steve Fosler, Susan Lindsay, Rod McDowell, Chris Smith, Dee Walsh**

**Others: Eric Mandel, PDC intern, Lee Perlman**

**Staff Attendance: April Bertelsen, Richard Brandman, Kay Dannen, Mark Dorn, Peter Finley Fry, Rick Gustafson, Steve Iwata, Carter MacNichol, Denyse McGriff, Ross Roberts, Owen Ronchelli, Peter Stark, Dave Unsworth, Gina Whitehill-Bazuik**

### **1. Meeting to Order.**

The meeting was called to order by the chair Hank Ashforth. Joe Angel made a motion which was seconded by Dick Cooley to approve the minutes as presented for May 18, 2005. This motion was approved by majority.

### **2. Schedule for Alternatives Analysis.**

Rick Gustafson provided the current schedule for the Eastside Corridor Alternative Analysis. The key dates include completion of the technical analysis by November, public workshops and review in January and selection of promising alternatives to commence in February 2006. Rick pointed out that currently the public review process is scheduled for December 19, 2005 through January 17, 2006. He recommended that we may want to modify these dates, as this is traditionally not an optimum time to engage the public at large; possibly moving the public process into January. On July 18, members of this committee participated in an Eastside and Lake Oswego tour. Ross Roberts reported that Metro will be working on ridership forecasting and travel network forecasting. Also they are in the process of finalizing an Alternative Analysis initiation letter to the Federal Transit Administration (FTA). FTA was in Portland last week to review the Eastside and Lake Oswego process. The Eastside Project Advisory Committee will be overseeing the public process. Richard Brandman reinforced that a hearing will be conducted with formal opportunity for the public to testify during the evaluation period.

### **3. 2-Way Grand Options.**

Mark Dorn from URS and Carter MacNichol presented a set of options that has analyzed the various options for operating streetcar both directions on Grand. There is a recommendation to consider four alternatives:

#1 – south bound contra-flow lane on SE Grand Avenue.

- Bridge access changes
- Potential bridge traffic diversion

#2 – two-way lanes on SE Grand (4-lane section) and add 6<sup>th</sup> or 7<sup>th</sup> Avenue northbound traffic capacity.

- Bridge access changes
- Diverted northbound traffic to 6<sup>th</sup> or 7<sup>th</sup> Avenues
- Potential access changes to I-84
- Potential ROW impacts

#3 – two-way on SE Grand (3-lane section) with bike lanes and central loading platform.

- Bridge access changes
- Diverted northbound traffic to 6<sup>th</sup> or 7<sup>th</sup> Avenues
- Potential access change to I-84
- Potential ROW impacts

#4 – two-way on SE Grand (1 south/2 north) with bike lanes.

- Bridge access changes
- Diverted northbound traffic to 6<sup>th</sup> or 7<sup>th</sup> Avenues
- Potential access changes to I-84
- Potential ROW impacts

The group spent considerable time discussing pros & cons of each alternative. It was generally decided that alt. #1 (southbound contra-flow on Grand) does not work because of the elimination of parking on the west side. Carter brought up it would be important to avoid the east side of Grand Avenue because of a very costly \$6 million water line relocation potential. Bike lanes are currently provided on SE 7<sup>th</sup> Avenue. SE 7<sup>th</sup> Avenue has 3 lanes north, important to study capacity issues, maintain access to bridges, freight traffic. Peter Stark encouraged the group to take a holistic approach to economic development in this area. He recommends eliminating SE 6<sup>th</sup> as a northbound alternative for alternative traffic because of limited capacity and the importance to freight movement. Dick Cooley is intrigued by the possibility of a 7<sup>th</sup> Avenue bridge over I-84, has a bias for alternative #3. Richard Brandman suggested that this group not try to narrow the study to just one alternative, but rather discard the alternatives they see are flawed and decide on a few to move forward for further study. Joe feels from an urban design, job standpoint, retail standpoint we need to go to #3 with the SE 7<sup>th</sup> Avenue traffic alternative. Rod felt strongly that we need to have the capacity to adequately redistribute road traffic.

It was recommended that the Project Advisory Committee organize a community meeting with the Central Eastside constituents in September to review the issues associated with the two-way Grand Avenue options. Susan Lindsay feels that we are very premature to be discussing SE 6<sup>th</sup> and 7<sup>th</sup> as possible traffic diversions options until the Central Eastside, Buckman neighborhood and other interested parties are brought up-to-date on these issues.

Joe Angel made a motion to continue studying the various alternatives for 2-way Grand with alternative north bound traffic flow to SE 7<sup>th</sup> Avenue with SE 6<sup>th</sup> Avenue no longer studied and alternative #1, contra-flow on Grand not studied. Dick Cooley seconded the motion with the majority in favor. Dee Walsh voted no, Susan Lindsay abstained.

#### **4. Finance Plan.**

PAC members were provided with a draft Eastside Corridor funding strategy. Currently, Local Improvement District (LID) assessments are projected at \$6.00 million for Lloyd District, NW 10<sup>th</sup> and Lovejoy to NE Oregon and Grand; \$3.00 million for Central Eastside, from NE Oregon and Grand to SE Stephens and

\$0.80 million for OMSI, SE Stephens to OMSI. One-on-one conversations will be held with property owners over the next couple of months with a report brought back to this group in September. Denise indicated that many property owners are out of town this time of the year. Hank indicated that a dedicated effort will be made to conduct these meetings. Property owners can pay back this assessment with a one-time fee or the City will finance over 20 years. Past Streetcar LID's were charged for zone A (1 block from the alignment), \$6 per \$1,000 of assessed value and \$3 per \$1,000 for zone B (2-3 blocks from the alignment).

#### **5. HUD Funding Agreement for South Waterfront.**

The City of Portland is proposing to build a streetcar extension to Lowell Street which is a 0.6 mile extension from Gibbs. It has been proposed that funds for construction that have been set aside from HUD earmarks for the Eastside construction be used to complete the Lowell Extension with the agreement that the South Waterfront Urban Renewal District will repay the \$633,000 from HUD that would be used. Rick Gustafson explained that the \$633,000 is to fund construction only. Rick noted that the South Waterfront property owners are being asked to support a \$4.8 million LID which is far and above any other LID ever assessed. Cost for Streetcar construction from Gibbs to Lowell is approximately \$13.5 million. Hank indicated some strong concern that this money would not be repaid. This group has worked very hard to move this project forward and he does not want anything to jeopardize our ability to have the \$633,000 in hand when we start construction. He feels it will be critical to have a strong agreement in place for that repayment before he can endorse loaning this money to the Lowell Extension for Streetcar construction. Many other Eastside PAC members expressed the same concerns and desires. Dick Cooley suggested that repayment be tied to tax increment in the South Waterfront District. Richard Brandman indicated that a formal agreement should be made with repayment stipulations, timing (when the loan is to be paid back) and with approval from HUD that these funds can actually be transferred to another district. Dick Cooley made the motion to move forward with the line of inquiry to HUD, approve the loan to the South Waterfront Urban Renewal District, subject to a formal agreement. Joe Angel seconded the motion; it was approved by all.

#### **6. Economic Analysis.**

Ed Hovee and Company has been selected to commence the economic analysis for the Eastside Corridor. Responsibilities include: data collection, support methodology to relate streetcar to development, preparing alternative land use scenario for streetcar alternative, and working with FTA to develop quantifiable economic development results. First step will be to build a case for an alternative land use and how Streetcar acts as a catalyst for that development. Rick responded to Peter Stark's question that current zoning will be used to formulate this economic analysis.

#### **7. Public Comment Opportunity.**

There were no comments presented by the public at large.

Chris Smith announced to the group, because of the confidence that Eastside Streetcar will be operational in the future, a future planning group is meeting to discuss extending Streetcar from Lloyd District to Hollywood. The first group meeting is scheduled for Monday, July 25, 3:30PM – 5:00PM at the Lloyd Center Tower, second floor.

**Next Meeting: August 17, 2005 at 2 pm, 825 NE Multnomah, second floor.**