

## **Portland Streetcar Loop Project Advisory Committee Meeting**

**Wednesday, April 16, 2008, 2:00-3:30 p.m., Lloyd Tower, 825 NE Multnomah, 2<sup>nd</sup> floor conference room**

*Members in Attendance: Hank Ashforth, Chair, Mike Bolliger, Dick Cooley, Rick Gustafson, Deek Heykamp, Wayne Kingsley, Tom Markgraf, Sarah Masterson, Rod McDowell, Ann Niles, Susan Pearce, Brad Perkins, Michael Powell, Owen Ronchelli*

*Others: Kristen Beltz, Bureau of Planning; Kate Doran, JLA; Tom Gibbons, LRS Architects; Patrick LaCrosse, OMSI; Gary Miniszewski, LRS Architects; Shoshanah Oppenheim, Lee Perlman*

*Staff Attendance: Richard Brandman, Kay Dannen, Julie Gustafson, Keith Liden, Lloyd Lindley, Denyse McGriff, Patrick Sweeney, Dave Unsworth*

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

Meeting was called to Order by Hank Ashforth, chair. Tom Markgraf moved to approve the minutes and Brad Perkins seconded the motion. The February 20, 2008 minutes were approved unanimously.

### **2. Development Strategy:**

Lloyd Lindley and Keith Liden presented the draft Development Strategy for the Loop Corridor. Liden stated that the purpose of this Development Strategy is to collect data and to start the conversation about necessary improvements needed in the district. This development Strategy takes a look at the eight different sub-areas on the Eastside. There are 2 categories of improvements: Public improvements such as pedestrian crossings to bridge crossings; and potential developments.

Lindley presented on the extensive number of sites that have been identified for future development. There are not many changes in this document from prior iterations. The Rose Quarter has substantial potential for new development including pedestrian connections to connect the Rose Quarter with the Lloyd District. In the Lloyd District key elements include the pedestrian connections. In the Convention Center Area there will be new development such as The Cosmopolitan Building and a pedestrian bikeway along I-84. There is also interest in increasing the bike connectivity over I-84. The Burnside Bridgehead Area has potential for bike development.

Mike Bolliger asked about the Morrison Bridgehead exit from the bridge. He is concerned that the exit ramp had been removed which would be a problem for freight traffic. Lindley responded that they had maintained the exit but have suggested improvements which would eliminate the weave and improve pedestrian access. Wayne Kingsley is concerned about how the Central Eastside is being represented in the document. It is an Industrial Sanctuary and Freight Corridor as well as Highway 99 being a major US Highway and not a boulevard. Lindley responded that the fundamental questions are addressed in the Transportation Study. Dave Unsworth answered that the Steering Committee required a study of what could happen in the District. Kingsley added that he is concerned that this study is nice and apparitional but that people will take this document and use it as a working plan of things that need to be done rather than suggestions for possible improvements. Dick Cooley responded that this is the next place people's minds will go and that this document should be shared with others. Bolliger suggested that there may be ways to re-word the document that will better represent what the Central Eastside wants to see happen. Unsworth reminded the committee that the improvements being discussed in this document are within a block or 2 blocks of the alignment. Ashforth reminded the committee that part of our application is that Streetcar is a development vehicle and that life will change in the area. Kingsley agreed that things will change but that he is concerned it will extend into the Industrial Zones outside of the commercial corridor. Bolliger seconded Kingsley's concerns. Rick Gustafson commented that the 7<sup>th</sup> Avenue Bridge is an important discussion because the Burnside/Couch "box" is the lowest performing area in the new alignment and the increased access would improve the area.

Brad Perkins asked about moving bike lanes from Broadway/Weidler to Clackamas St. for safety reasons. Lindley responded that no discussion has been held in regards to removing any bike lanes. Richard Brandman stated that he was excited about the changes suggested in this document but was wondering how we can make this template something that can be sent on to the planning bureau as a suggested template in their future planning. Ashforth responded that this document is pulling together a lot of information from various studies that have been conducted in the past. Gustafson stated that he would hope that the committee would feel that the vision for the Central Eastside has been incorporated in the plan including the preservation of the Industrial Sanctuary. Susan Pearce spoke out in support for the Industrial Sanctuary and the concerns that Bolliger and Kingsley brought up to the committee and encouraged the committee to make some edits to the document to support this vision. She also commented that she hopes that the document be open to change based on what other committees and studies show. Patrick Sweeney added that there need to be revisions to reflect the need to preserve the Industrial areas and the jobs. He also would like for this document to be submitted to the planning bureau so they can take this plan into consideration for the Portland Plan. Patrick LaCrosse commented that they are anticipating zoning changes in the OMSI area. What the zoning will be remains to be seen, but it needs to be on the record. Unsworth suggested that an introduction be written for each section about the zoning and type of jobs or housing that are in the area. Kingsley and Bolliger agreed and Kingsley stated that he believes that is where we are headed.

Perkins voiced a concern about Dreyfuss Mill of the Steel Bridge and how it needs to be moved. He suggested that it be made a “purple” block to influence the need for change there. He also asked if the BTA has been involved with the proposed bike routes suggested in this document. Gustafson responded that many meetings have occurred to invite the input of the BTA and other associations in this report. Lindley continued the process of reviewing the Strategy report with a look at the Hawthorne Bridgehead. Gustafson added that by dropping the ramp to the Hawthorne Bridge, accessibility would be greatly improved in the area. This is the first public viewing of the entire document. Lindley also added that there is some concern about the removal of parking along the route. Gustafson suggested that the committee members take the document home with them and that it will be placed first on the agenda next month so it can be discussed in more detail.

### **3. Cosmopolitan Building:**

Tom Gibbons and Gary Miniszewski from LRS Architects, Inc., presented the development plans for The Cosmopolitan building in the Lloyd District. There will be a planned 220 residential units in the 31 story tower. There will be ground level retail and two levels of parking for the residents. The openings to the Parking area are Art Glass windows that allow for airflow in and out of the parking lot. The current plan has the major utilities at the corner of Grand and Hassalo. The current timeline is as follows: they are in the process of completing their final design review application by the end of April, beginning of May; late July/Early August is the scheduled Design Review; July 2009 building permits will be attained with construction initiated. They would be on Grand until Late 2009/Early 2010.

Miniszewski asked for a letter of support from the LOOP PAC to assist in the application process. Michael Powell asked if the project is seeking LEED certification. Miniszewski responded that they are pursuing the qualifications to reach a certification of LEED Gold, but will not be sure of this until final Design Review. Rick Gustafson suggested a motion to permit Hank Ashforth to draft a letter of support from the LOOP PAC. Tom Markgraf made the motion and Brad Perkins seconded it with the addition that we request a letter of support from The Cosmopolitan architects and owners stating that they support the Loop Project. Tom Gibbons agreed that the reason the site was chosen is because of the future link between the Pearl and Downtown with the new Streetcar alignment. Richard

Brandman suggested that they get input on their letter from Rick Gustafson to emphasize how the Streetcar Loop Project has influenced locational decisions. Motion was passed unanimously

**4. Costs Effectiveness:**

A report is being submitted this week to the Federal Transit Administration about the cost effectiveness of the Loop. Our report will state that we will meet the T-Sub requirement of \$23.99. Unsworth added that he believes the report should include information on how we will get to that number including models that we use and even new ones that have been developed. Gustafson added that we are working on both the technical report to get the Medium rating as well as working to get the appropriations committee to appropriate the funds.

**5. Environmental Assessment:**

The FONSI has been drafted.

**6. Other Business:**

No other business was brought up.

**7. Public Comment:**

There were no comments presented by the public-at-large.

**Next Streetcar Loop PAC meeting:** 2:00 – 3:30pm, Wednesday, May 21, 2008, Lloyd Center Tower, 825 NE Multnomah, 2<sup>nd</sup> floor conference room.