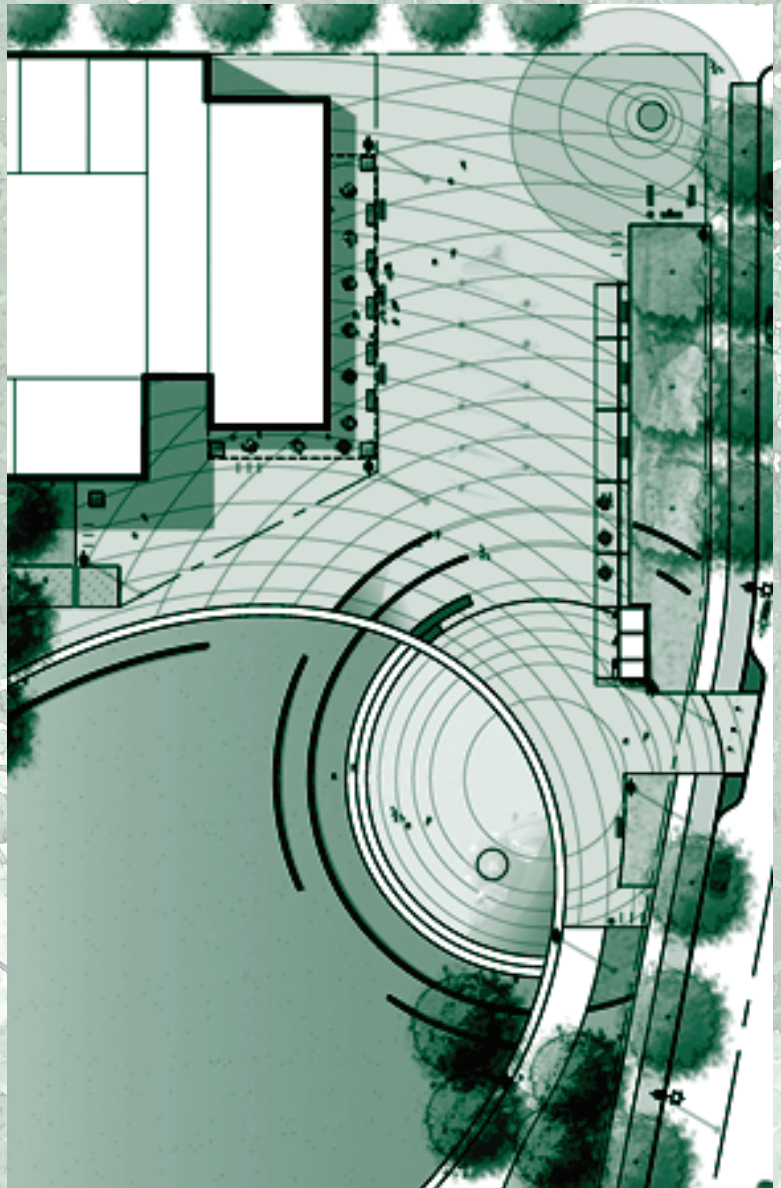


Gateway Redevelopment, Urban Plaza, and Neighborhood Park



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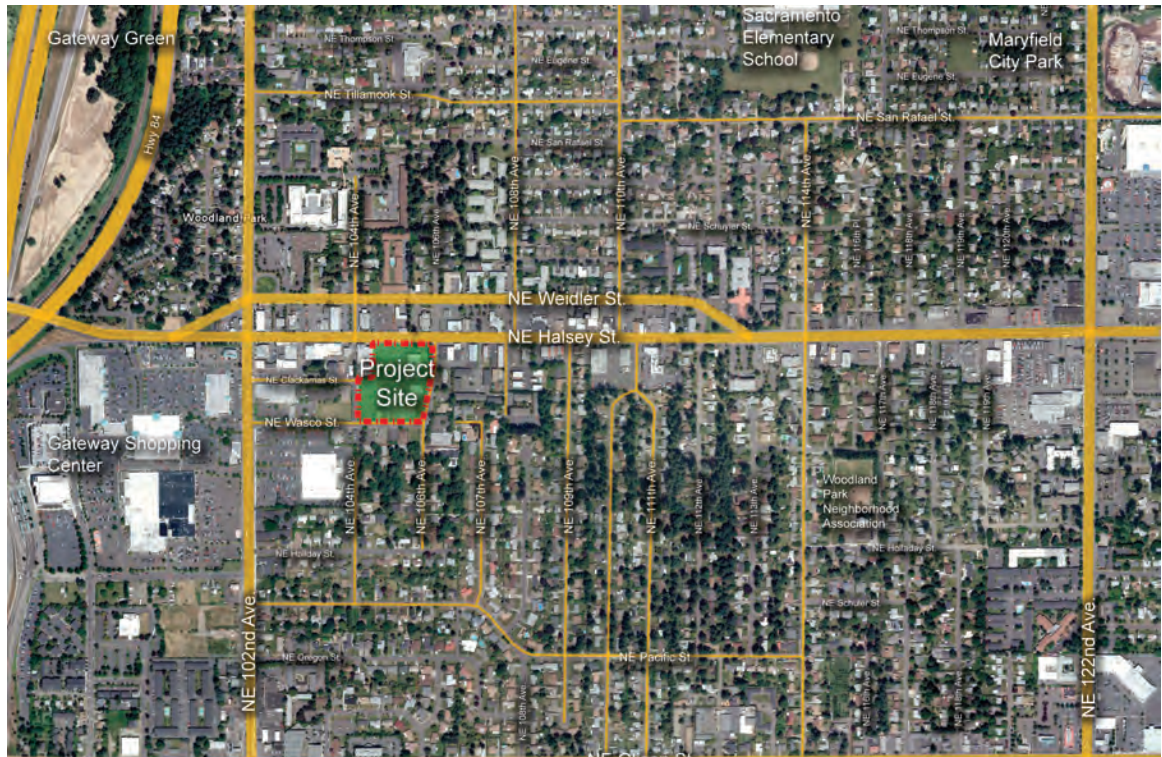
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Context Map

The Gateway community has long desired a public gathering space to cherish and enjoy in the heart of the neighborhood. The Gateway Redevelopment and Neighborhood Park Project will promote and reinforce the identity of Gateway as a family friendly, multi-generational, and multi-cultural place to live and work.

The Gateway Redevelopment and Neighborhood Park Project posed a unique opportunity to concurrently design a park with a complementary mixed-use development. It is envisioned to be a catalytic addition to the Halsey/Weidler commercial corridor and the entire Gateway community. The site, located within the Gateway Regional Center Urban Renewal Area (Gateway URA), is served by two interstate freeways, four MAX light rail lines, and the Halsey/Weidler couplet. Over time, the Gateway URA is expected to become a higher density, urban, mixed-use center that offers housing, services, and amenities within walkable neighborhoods (Gateway Urban Renewal Plan, 2000). The Gateway community is more diverse than the City of Portland as a whole and has a higher percentage of families, children, and seniors. Since Gateway has long been identified as one of the city's most park-deficient districts (Park Vision 2020), acquisition of property in Gateway for a park has been a priority for the Gateway URA. This project offers a strategic opportunity to provide a park and a mixed-use redevelopment opportunity in the core of the Gateway community.

In 2008, the Portland Development Commission (PDC) and Portland Bureau of Parks and Recreation (PP&R) purchased three adjacent properties totaling 4.2 acres. PDC and PP&R

EXECUTIVE SUMMARY

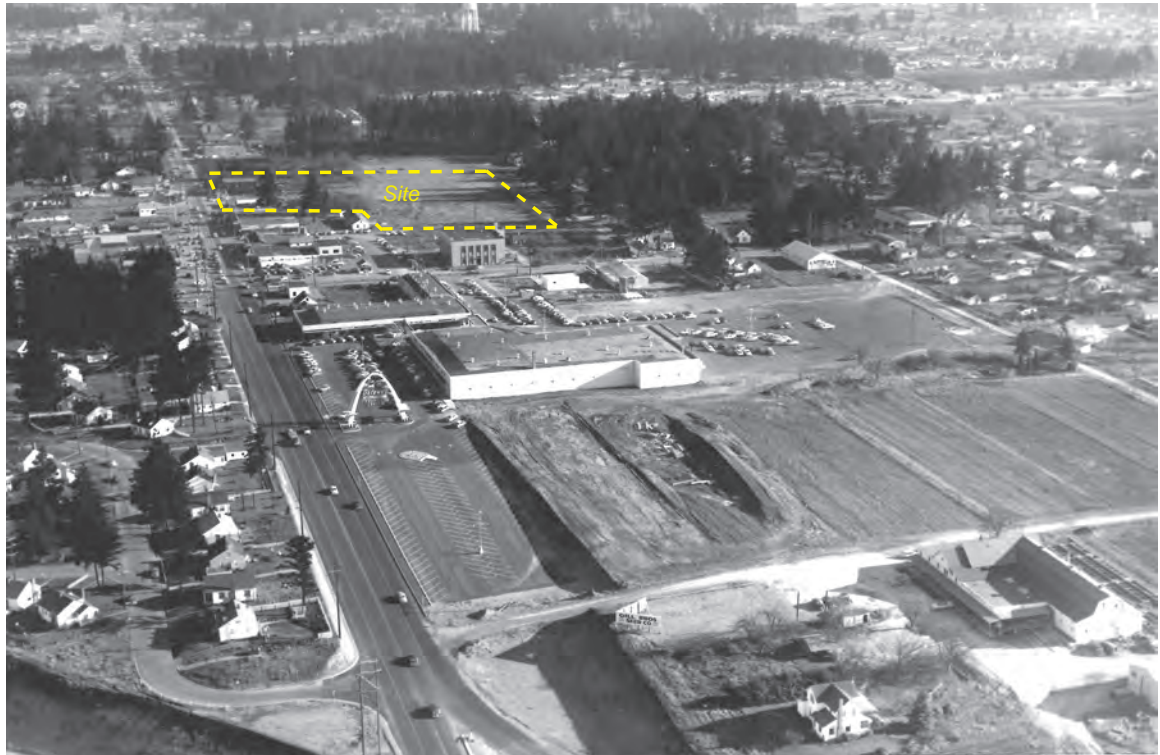
currently share joint title of the parcels. Based on community input and previous planning efforts it was determined that the now vacant site should become a three acre neighborhood park and one acre of complementary mixed-use development.

The park design, developed to a schematic level, has community support and is ready to move into design-level drawings when funding is identified. The redevelopment component is presented as a conceptual predevelopment feasibility analysis. The timing of the redevelopment project is dependent on market and financial conditions. The redevelopment parcel's layout, access, and configuration needs to contribute to the positive identity of the park and foster a new commercial focus in the district. By putting active uses in place, the redevelopment will increase visibility, promote safety in the park, and create an active use on NE Halsey Street.

The park will contribute to the Gateway Ecodistrict and provide public amenities that are currently lacking in the Hazelwood, Mill Park, and Woodland Park neighborhoods. The park design is made up of overlapping spaces that are flexible and adaptive to activities that vary throughout the seasons. The park will function as Gateway's "living room" with spaces and activities for all age groups. Unique to the Gateway Regional Center is the new public plaza provided along NE Halsey. The plaza is sized to accommodate an interactive water feature, seating, dining, conversation, and a variety of events, festivals or a farmers market. The multi-use plaza on the north that transitions to a green park space on the south. The plan is adaptable to changing



Aerial Photo looking west, 2010



Aerial photo looking east, 1954

demographics of the Gateway vicinity, providing activities for bikes and skateboards that address emerging trends. Flexible green spaces will provide opportunities for family activities, strolling, fitness trail loops, seating areas, and event spaces for concerts and outdoor movies. Amenities include group and individual picnic areas, active play features, beginning-level skate and bike terrain, swing sets, play equipment, and nature play areas. Lighting will be provided throughout the site. Perimeter areas are open in order to maximize visibility into all parts of the park from surrounding streets.

The preferred design concept is the product of an eight-month effort including input, review, and comments by the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Gateway URA Program Advisory Committee (PAC), and members of the community online and at three public workshops. The PDC, PP&R, and the consultant team are pleased to recommend the final design concept to Portland City Council and the PDC Board of Commissioners.

PURPOSE OF THE FEASIBILITY STUDY

The purpose of this design and redevelopment feasibility study is to describe the preferred concept in order to guide the future development of the neighborhood park and mixed-use redevelopment, develop costs and phasing strategies, and support future funding efforts.

A property lot line adjustment will divide the site into a one-acre PDC-owned parcel for redevelopment and a three-acre PP&R-owned park based on the preferred design. The ultimate redevelopment project and park implementation phases will be subject to PDC and PP&R funding and market conditions.



Site, 2009

PURPOSE OF THE FEASIBILITY STUDY

The preferred park design and conceptual redevelopment parcel configuration was developed with substantial stakeholder and public involvement to ensure that it represents the values and goals of the Gateway community. The report provides a summary of the planning process, project goals, program for development, preferred design and recommendations, cost estimate, and other supporting information that informed the design.



Nearby Gateway arch prior to demolition, circa 1991

PLANNING PROCESS AND PUBLIC INVOLVEMENT

The planning and design process extended from May through December 2010. PDC staff, PP&R staff, and the consultant team met regularly with the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Gateway URA Program Advisory Committee (PAC) for review and feedback. Graphics and meeting summaries were posted on the city website. Community input was gathered at three open houses and through online comment forms. The following key milestones outline the planning process:

- Consultant team completed opportunities and constraints analysis of site and surrounding area.
- A list of key project goals and programmatic elements was developed with stakeholder and community input.
- Consultant team created three design concept alternatives that embodied the project goals and programmatic elements in distinctly different ways.
- A preferred design was created by combining the most positive attributes of the three alternatives.
- Preferred design presented to stakeholders and community at final public open house.
- Cost estimate was developed for the preferred design.
- Report completed for recommendation to PDC Board of Commissioners and Portland City Council in March 2011.



Open house participants, June 2010

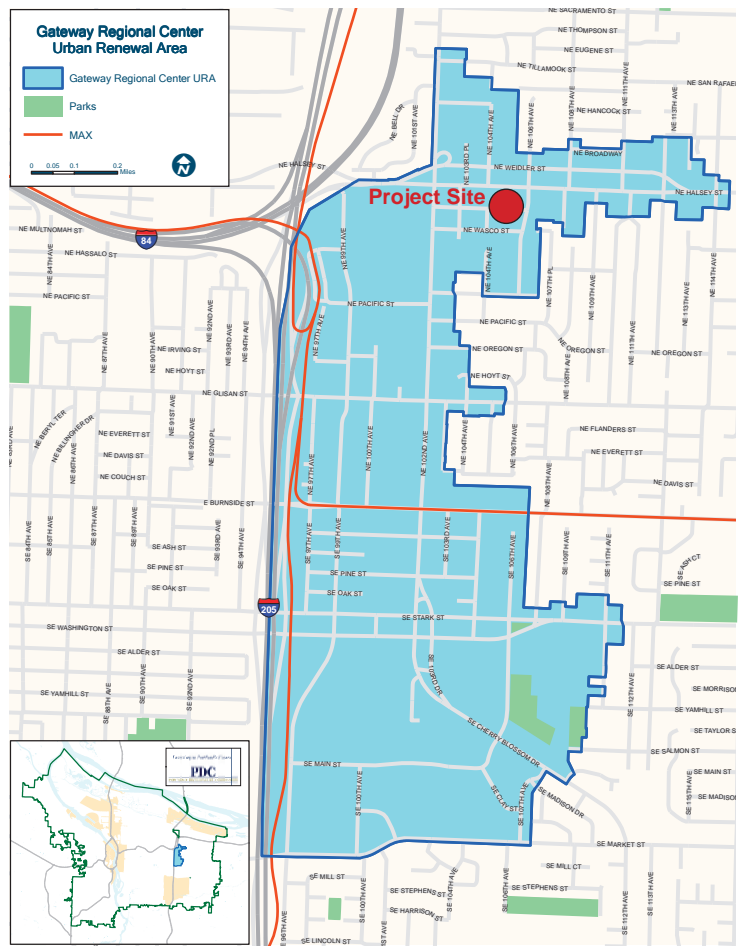


VISION AND GOALS

This overall park and redevelopment project presents opportunities to transform a vacant site into an important gathering place that will elevate Gateway's identity while achieving key goals of the community and the Gateway URA. It has long been a goal of the Gateway URA to eliminate blight and to invest in and deliver catalytic projects that stimulate additional public and private investment. This project will enhance the available mix of amenities, goods, and services to help complete a "20-minute neighborhood," where desired activities and amenities are within a safe 20 minute walk. The project will further contribute to the Gateway Eco District through demonstration of sustainable design practices and positive social outcomes.



Site conditions, 2010



(Portland Development Commission)

VISION AND GOALS

PDC, PP&R and the consultant team engaged stakeholders and community members to articulate the following overall project goals:

- Promote public safety throughout the project by maximizing visibility and encouraging safe and convenient street crossings.
- Provide “eyes on the park” through the relationship of project elements and sightlines.
- Design the park and private development to complement each other and be a focal point in the community.
- Capitalize on potential for the park and development to become catalysts for neighborhood growth and change.
- Design the park for a broad range of users and age groups.
- Provide flexible use spaces that accommodate multiple activities in the park.
- Ensure that the redevelopment generates activity and creates jobs.
- Capitalize on Halsey Street retail frontage, support surrounding retail, complement existing businesses, and be economically viable.
- Incorporate elements of nature in the park design.
- Incorporate elements that promote a walkable community, healthy lifestyles, and fitness.
- Demonstrate and achieve sustainable design principles and be an important part of the Gateway EcoDistrict.
- Maximize connectivity to multi-modal transportation systems and transit.
- Provide park elements that are wheelchair accessible and barrier free.
- Promote and reinforce the identity of Gateway.
- Create a public open space that celebrates the diverse cultures of the Gateway community.

PARK / REDEVELOPMENT DESIGN PROGRAM

The following is a list of programmatic elements for the project:

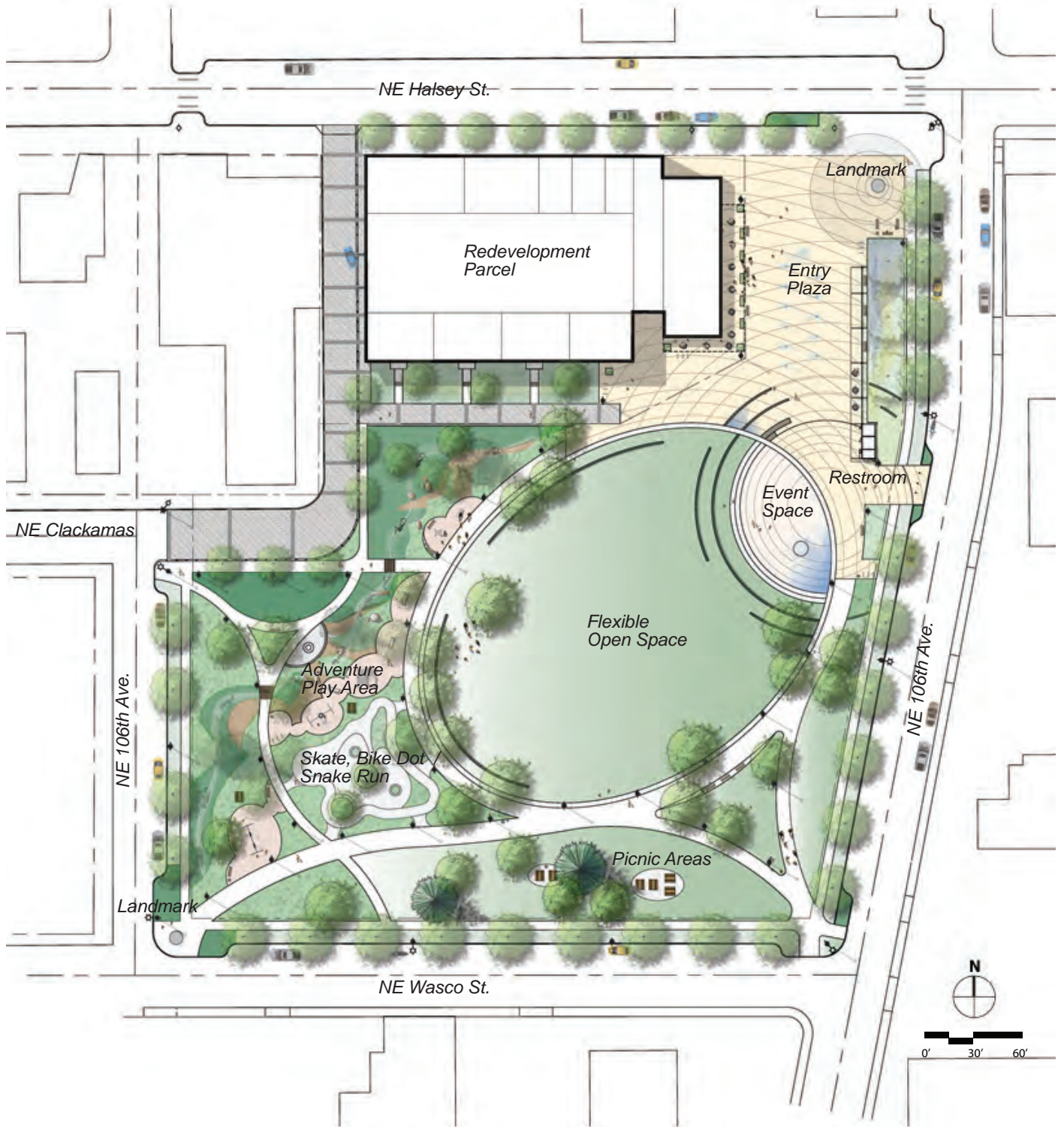
Park

- Children's play area
- Entry-level skateboarding and biking
- A space for a farmers market
- Interactive fountain or water feature
- Comfortable seating areas
- Multi-generational activities
- Flexible uses that can vary by time of day and season
- Loop trails
- Natural elements
- Passive recreation facilities
- Group and individual picnic facilities
- Flexible performance space (free concerts, open air cinema, dance)

Multi-Story Mixed-Use Development

- Café or coffee shop with healthy food opportunities
- Retail on Halsey frontage
- Successful/ vibrant retail component that helps activate the park
- Residential component
- Internal parking, not facing the park

PREFERRED PARK DESIGN



PREFERRED PARK DESIGN

The Gateway Redevelopment and Neighborhood Park Project will promote and reinforce the identity of Gateway as a safe, family friendly, multi-generational, and multi-cultural place to live and work. The park and the redevelopment parcels are designed to be built concurrently or implemented on different timelines due to phasing, budget, or market conditions.

The park and redevelopment project are planned to activate and support one another, enhancing the success of both components. They are seamlessly integrated without separation by vehicular roads or parking areas. This direct relationship eliminates conflicts with vehicles, allowing both parcels to share and benefit from exchanged levels of activity and the safe flow of pedestrians throughout. The design capitalizes on the adjacency to Halsey Street by maximizing the development's retail frontage and maintaining a strong park presence with an urban plaza in the northeast corner. The configuration strives to put eyes on the park from the proposed multi-story redevelopment, adjacent streets, and existing businesses around the perimeter. Parking for the development is internal to the building with access through a commercial driveway off Halsey. On-street parking for approximately fifty cars will be available around the project perimeter.

The park will provide Gateway with multi-use spaces where all age groups can gather. Adaptive to the seasons, activities will move freely among the park elements. The northern portion of the park is an urban plaza that allows for activities along Halsey Street and adjacent to the redevelopment project. The urban park character transitions to green park space toward the southern portion of the site.

A wide curved pedestrian path will connect park elements and accommodate the daily pattern of pedestrian flow from the northeast to southwest corners on the existing site. Vertical landmarks will anchor each end of the path to call attention to the key park entries. The plaza is scaled to incorporate interactive water features, seating areas, dining, performance, and a variety of events or festivals, including a farmers market. Restaurant or café dining in the redevelopment project



PREFERRED PARK DESIGN

will combine with park use in the plaza to create a critical mass of activity and a vibrant private and public space.

Park visitors may attend concerts and outdoor movies, occupy perimeter seating areas, and explore fitness trail loops. Six laps around the central loop path constitutes one mile in length. Group and individual picnic areas will give families and different age groups spaces to gather, while placing an adult presence in all corners of the park. Beginning-level skaters and bikers can utilize the snake run/ skate dot for developing skills. In addition to play equipment, adventure-inspired play areas bring children into contact with nature while accommodating supervision by parents.

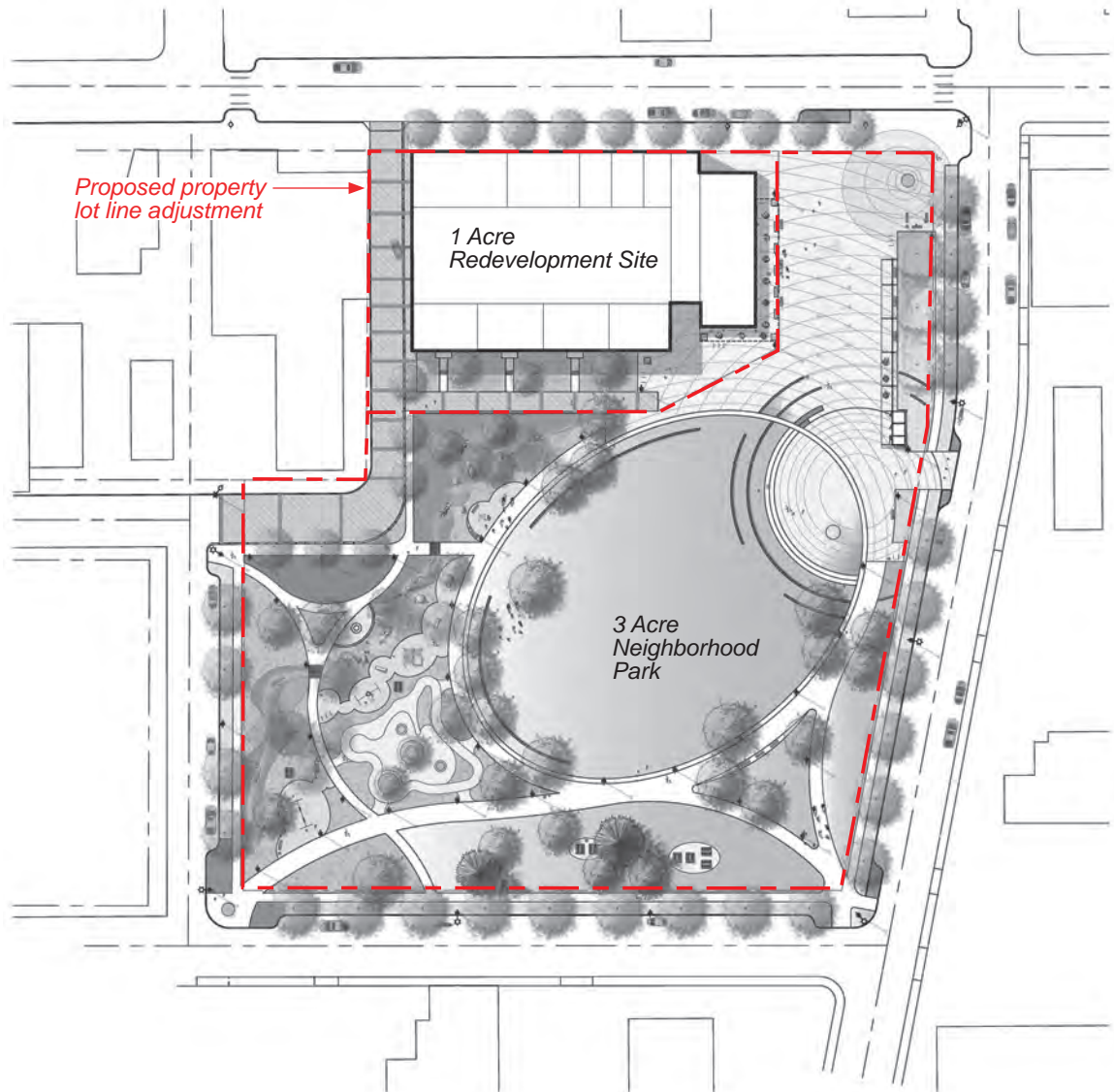
A restroom is sited in a visible location between the plaza and green space. Drinking fountains, bike racks, litter receptacles, and benches will be provided at key areas. Stormwater management facilities and other sustainable concepts will be integrated throughout the park and development.



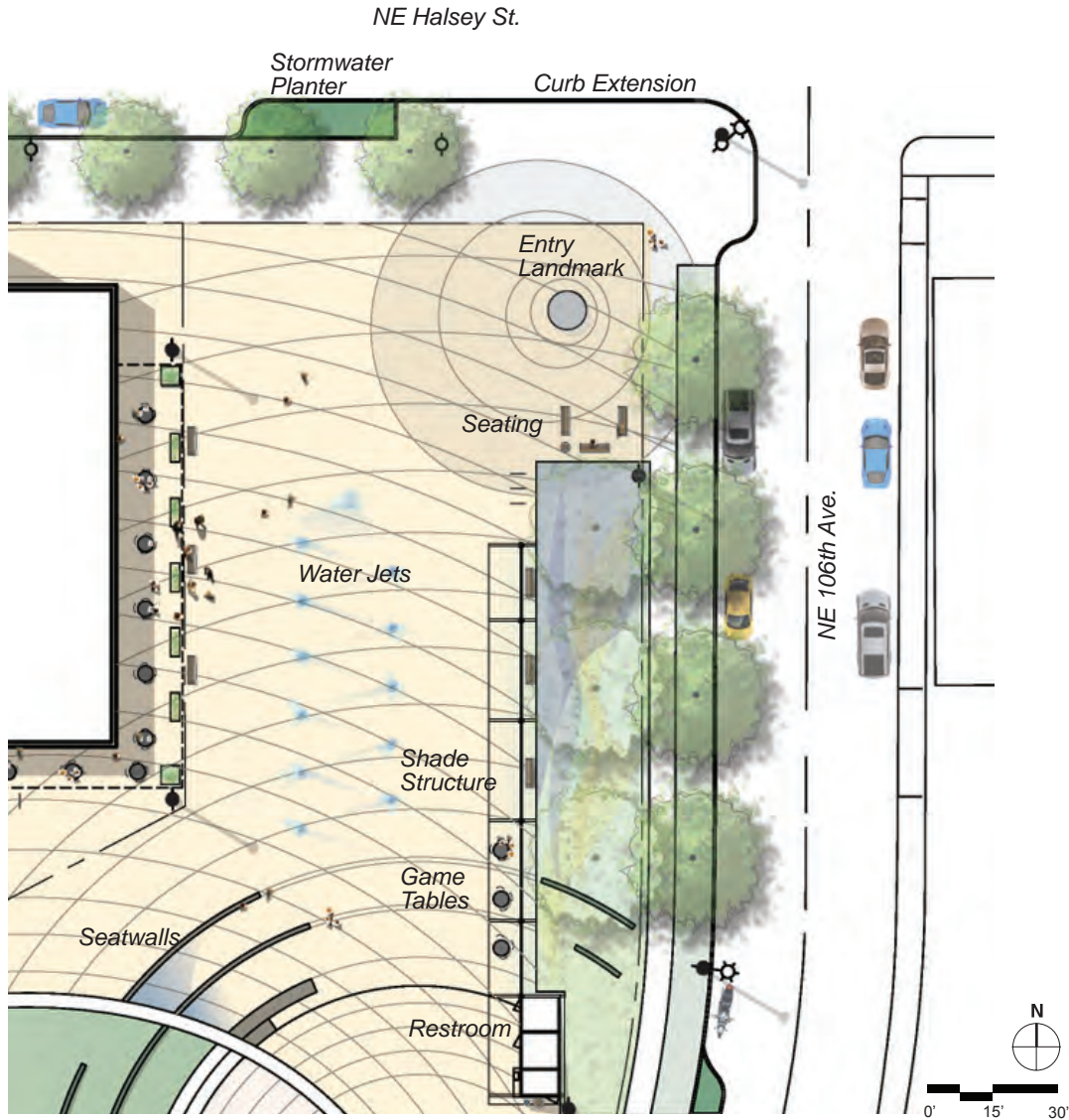
PREFERRED PARK DESIGN

Safety was continually emphasized as a community priority during the planning and design process. Park lighting, non-obstructive vegetation, and open sight lines will maximize visibility between park elements and the perimeter areas. Paths will be accessible for maintenance and police patrol vehicles. Curb extensions on the public streets will increase pedestrian safety at perimeter street crossings, especially at the northeast corner of Halsey Street and NE 106th Avenue. Park components will meet or exceed local and federal accessibility standards.

The following sections provide a more detailed description of key project elements.



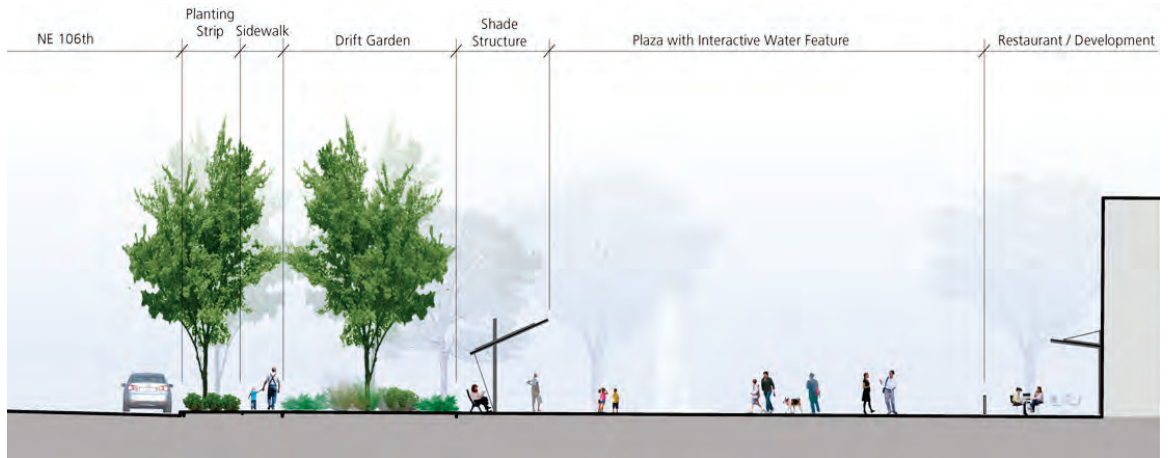
NE ENTRY PLAZA



The northeast entry plaza will provide a strong public presence on Halsey Street, elevating the park's visibility in the community. The plaza area is approximately 20,000 square feet, comparable in size to Director Park in downtown Portland. A vertical landmark will serve an important role in park identity and wayfinding, calling attention to the northeast corner as a key entry. Curb extensions will create safer street crossings on Halsey Street. The relationship of the plaza and the café or restaurant will generate a critical mass of activity.

The plaza design is flexible to accommodate a variety of uses that will adapt to various seasonal activities. It will funnel pedestrian circulation into the park and provide a place for dining, conversation, and a variety of both programmed and spontaneous activities. Flush plaza jets activated on warm days or evenings will transform the plaza paving into an interactive water feature with arcing streams of water reminiscent of the Gateway arches. Plaza paving accentuated with arcing bands of pavers will visually weave the plaza together with the park event space and the elliptical central loop path.

NE ENTRY PLAZA

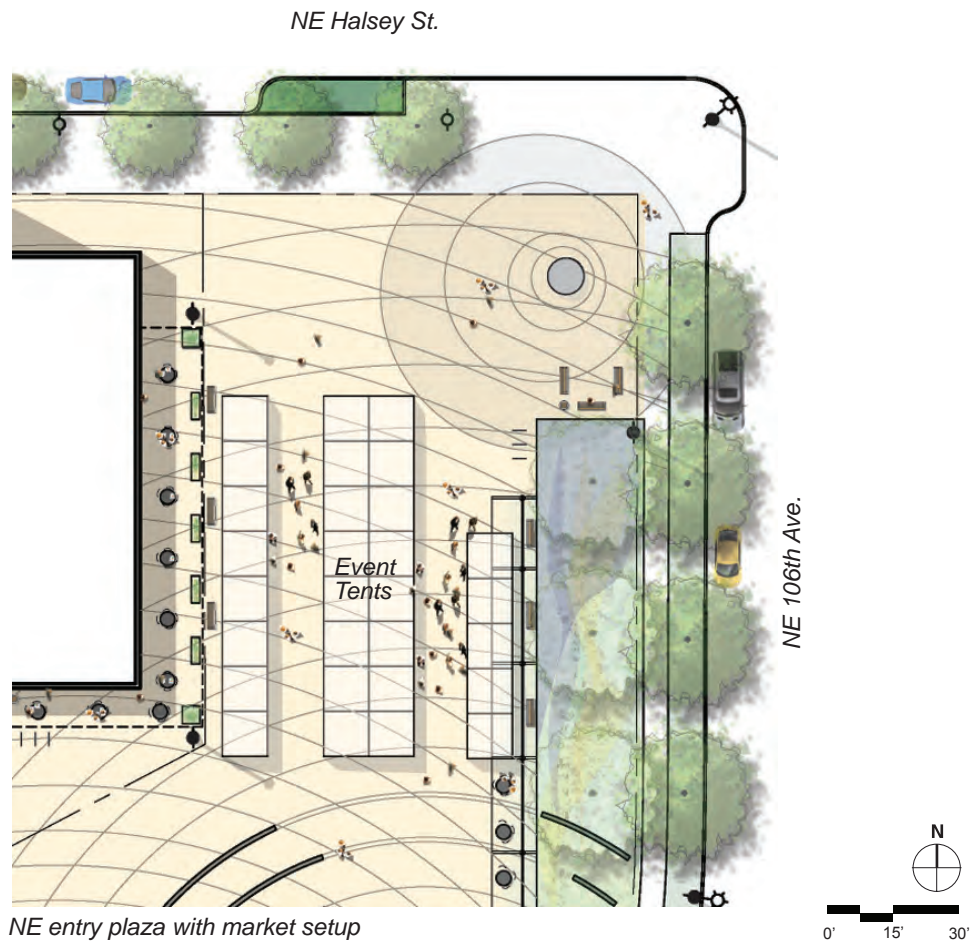


Section looking south through plaza



A shade structure will frame the eastern edge of the plaza and provide spatial organization for festival booth layout. The design character of the spatial frame gives reference to the mid-century modern architecture throughout the neighborhood. Wood benches with back rests are arranged to facilitate conversation or observation of social activities in the plaza area. The plan has considered the option of game tables. Game tables provide opportunities for different age groups to interact in games of chess, checkers, or cards.

NE ENTRY PLAZA



NE entry plaza with market setup

A public restroom will integrate with a shade structure. The architectural style is envisioned to be in keeping with the character of mid-century modern architecture present in the surrounding neighborhood. The building will incorporate an ecoroof. The restroom will have two accessible stalls and exterior space for washing hands and picnic utensils. It will also house storage, mechanical space, water feature pumps, and park event space utilities. The restroom will be locked at night.



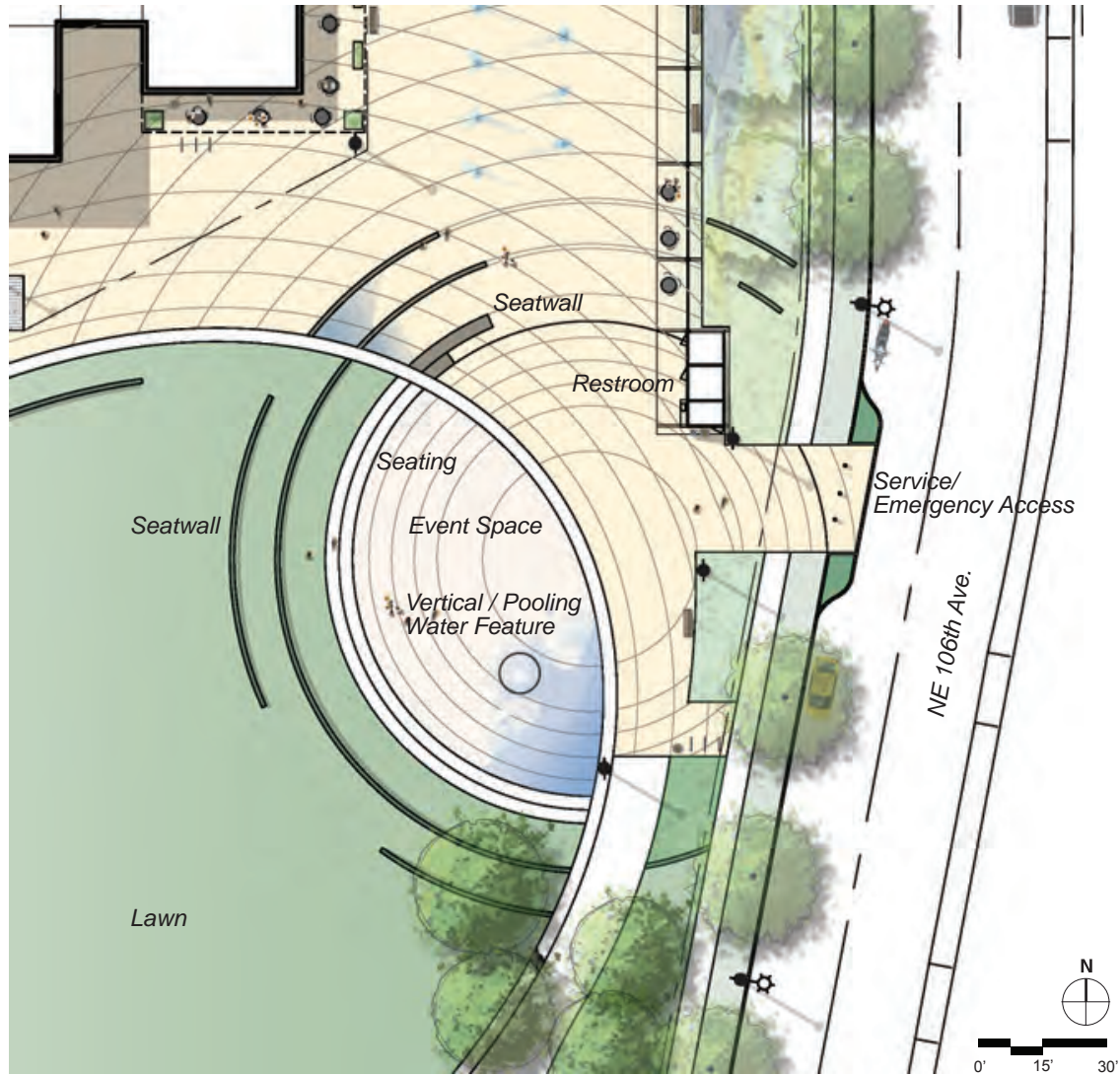
NE ENTRY PLAZA



Section looking south through plaza with market setup



PARK EVENT SPACE



PARK EVENT SPACE

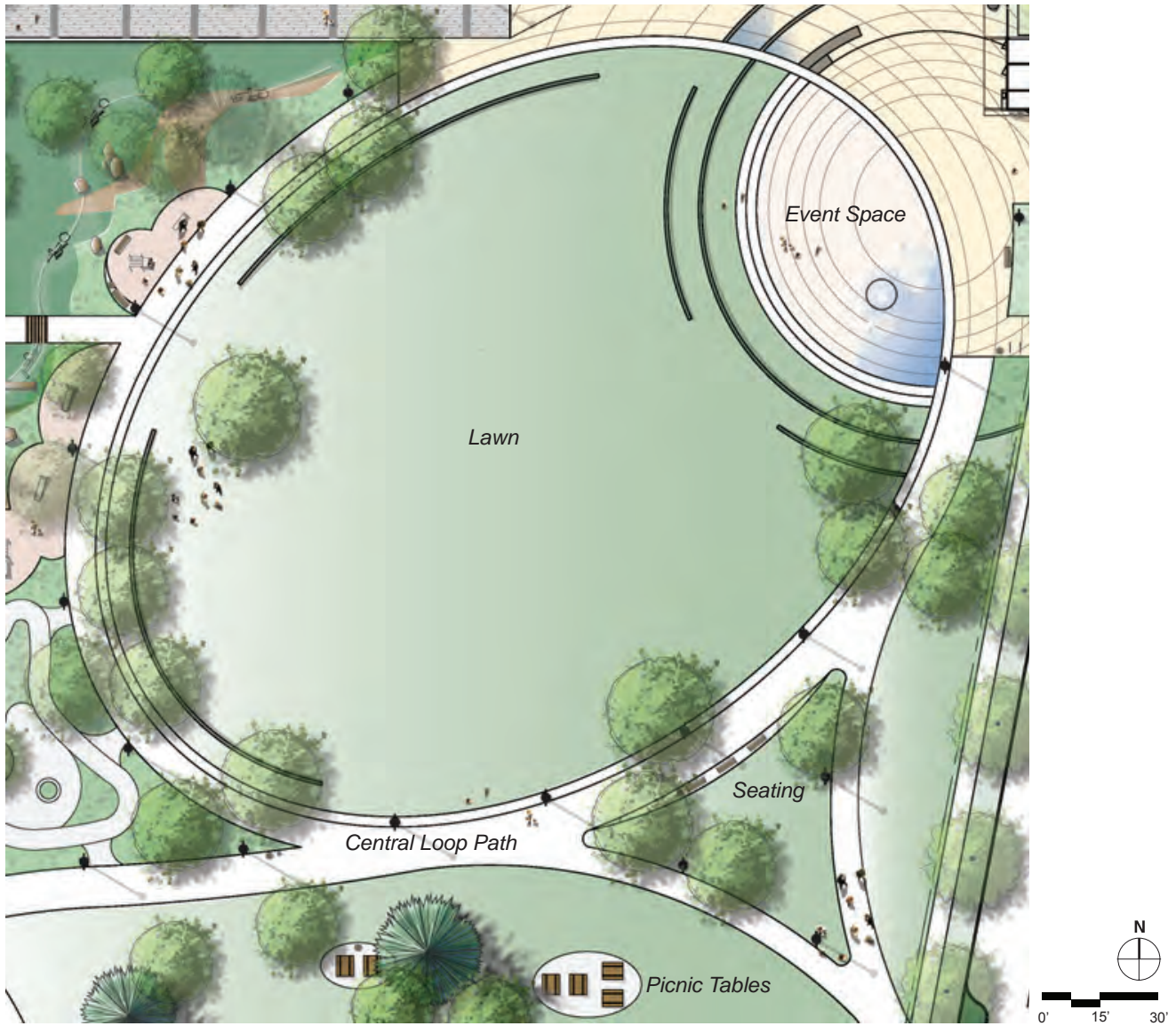
The park event space is designed to serve multiple functions. It is configured to host programmed neighborhood gatherings, small concerts, dance, outdoor movies, and other spontaneous events that can spill out into the flexible lawn. Low stone walls radiate around the perimeter providing seating areas and a cascading source of the interactive water feature. In the absence of events, a large-scale vertical fountain jet may be activated to transform the plaza into a spectacular play feature on hot days. The fountain rises up as a beacon or focal point at the intersection of key view corridors from NE Halsey Street, NE 102nd Avenue, and NE Clackamas Street.



Section looking north through lawn and park event space



FLEXIBLE LAWN



Section looking east through flexible lawn area

FLEXIBLE LAWN

The core of the park area features a generous lawn that will provide a much-needed space for a variety of park activities. These include picnicking, frisbee, yoga, sunbathing, on-leash dog walking, and informal activities such as badminton, volleyball, or kicking a soccer ball. The topography of the flexible lawn area will slope toward the park event space. Stone seat walls will define the edges of the elliptical space providing seating opportunities for spectators, supervising parents, and rest areas for loop trail walkers. The site grading will allow clear site lines throughout the park, enhancing safety and visibility.

The group picnic areas are envisioned to provide another space for people to gather. Additional picnic tables are distributed throughout the park including within the children's play area. The tables will be installed on concrete pads for ease of mowing and maintenance. Strategically placed trees will provide both shaded and sunny places for picnics in the park.



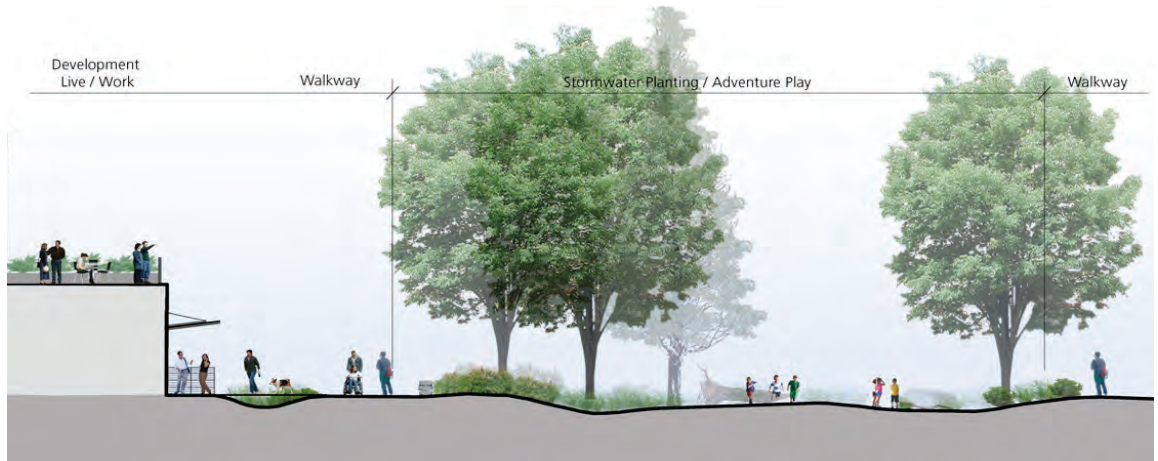
ADVENTURE PLAY AREA



One key project goal is to bring children into contact with nature, an opportunity that is currently lacking in the neighborhood, especially for children living in apartments. In the spirit of adventure, the children's play area will provide nature-inspired habitats for children to explore. Play terrain will include climbing boulders, logs, and root wads. A dry creek bed will stitch the play areas

ADVENTURE PLAY AREA

together. A dry creek bed will contain dry laid stone and coarse sand to reduce mud and compaction. Small foot bridges will pass over it. Low, hardy, native and ornamental plantings will give the children a sense of different spaces, while allowing views for safety and supervision by parents and caregivers.



Section looking east through adventure play area



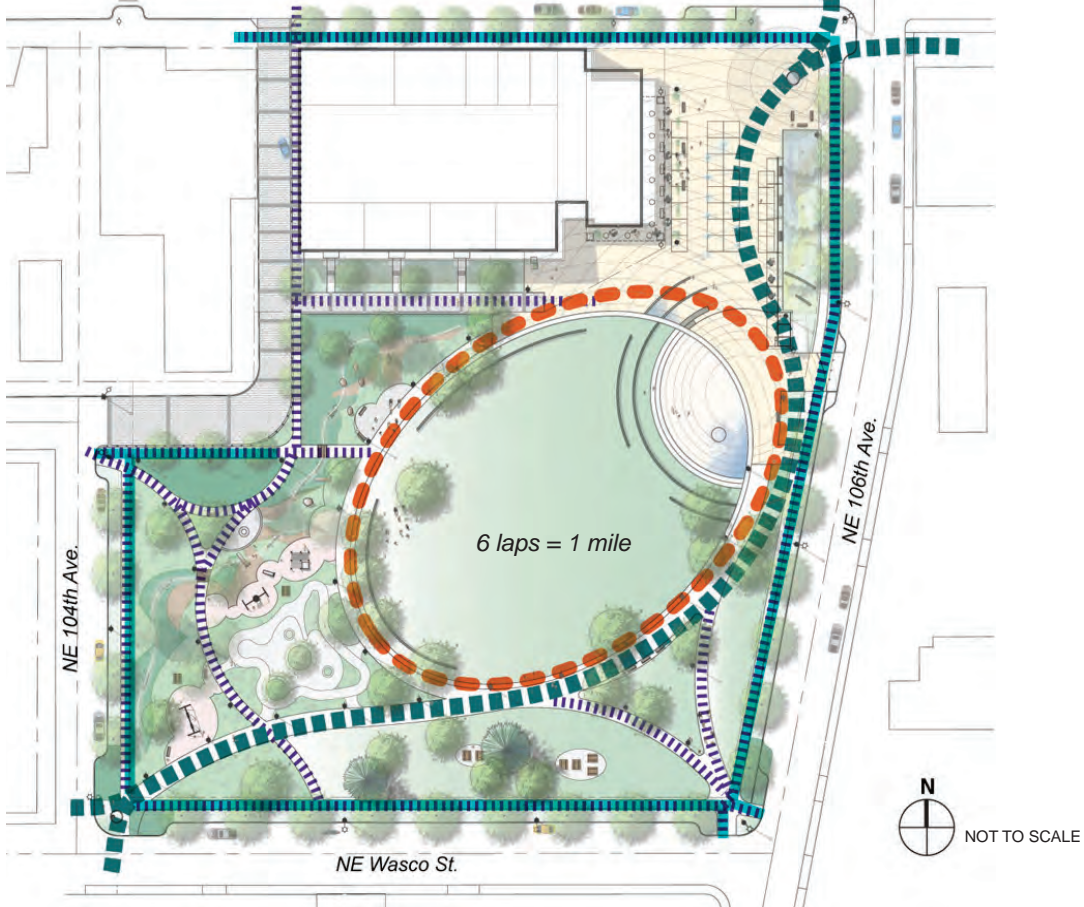
ADVENTURE PLAY AREA

Tot-appropriate play zones are located in the northern areas while play areas geared for older children are in the southern end. Some children may choose to enjoy more traditional steel frame play equipment including climbing nets, slides, and swings over resilient play surfacing. Benches and picnic tables will provide parents with a comfortable place to converse and supervise their children if not explore the dry creek bed themselves. Drinking fountains and litter receptacles will be located nearby for convenient use. Planted areas around the perimeter will treat and detain stormwater from the park while buffering children from the street.



WALKWAYS AND TRAILS

A hierarchy of pathways is planned for the park. Park users may stroll, jog, and bike the network according to their destinations and interests. With entries at every corner, it is anticipated that people will arrive from all directions to visit the park or commercial services. A primary twelve foot wide curved path connects the plaza to the southwest corner, facilitating the movement of bikes and pedestrians through the site. The perimeter of the central lawn offers a loop within the park. Secondary six-foot wide paved paths will meander through the play areas. New sidewalks will be constructed on the site perimeter.



SNAKE RUN/ SKATE DOT

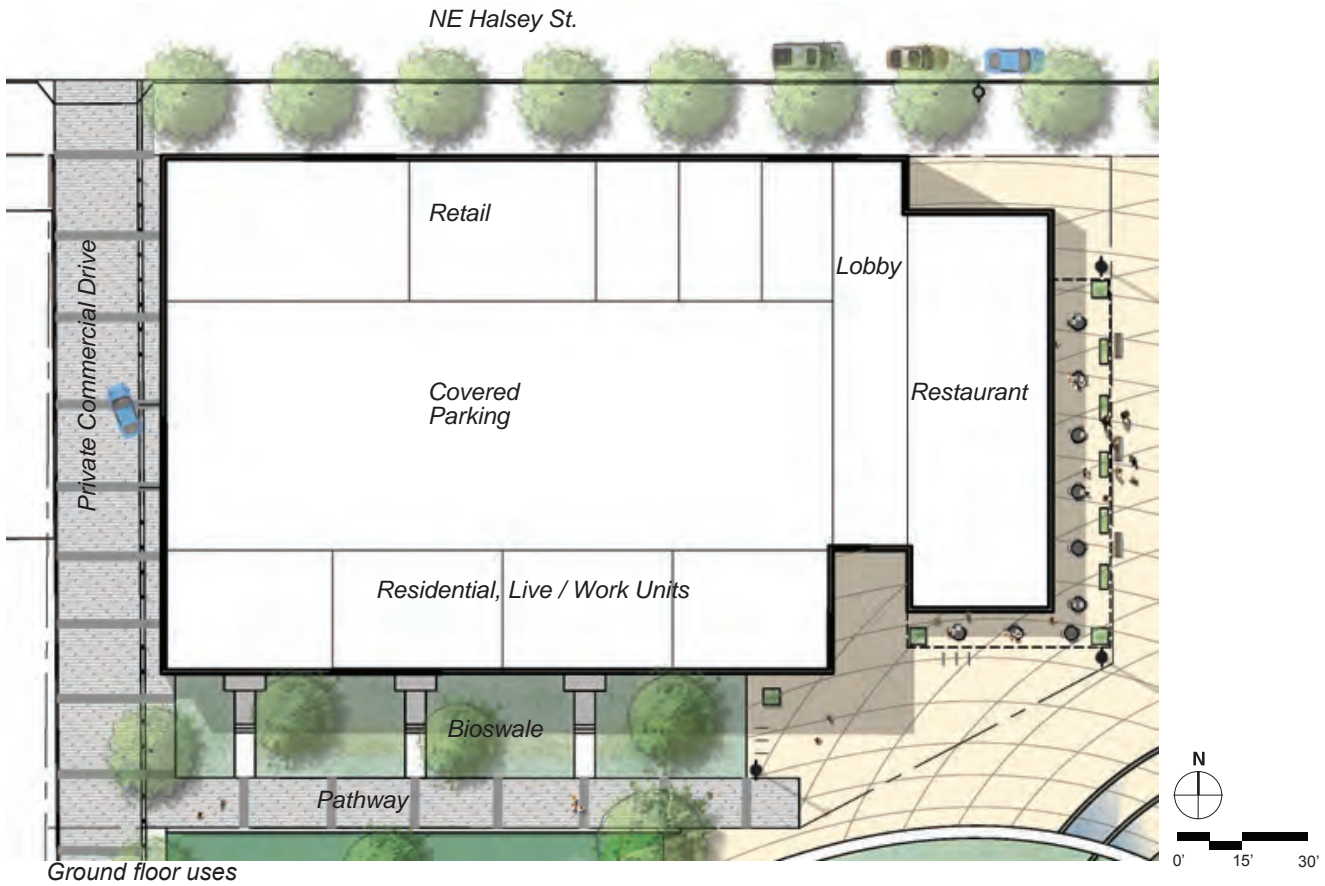


The snake run/ skate dot provides beginner-level skaters and bikers with a space to gather and develop their skills. The snake run/ skate dot is intended to appeal to beginner-level users and lacks extreme or steep terrain. The facility is not identified in the Portland Skatepark Systems Plan, which locates “skate parks” and “skate spots” that intend to draw more skilled participants from adjacent neighborhoods or regionally.

At Gateway, the flowing, organic layout of the terrain provides a linear experience through smooth small, sculpted concrete swales and bowls. A small island of street-style terrain in the middle of the snake run provides seating for observers and doubles as a skateable element to practice individual skills. Mounds of hardy ornamental grass are designed to catch errant skateboards and buffer the park from adjacent paths. The character of the space will complement the nature-based play area. The facility is located away from proposed residential units and existing businesses on NE Wasco Street and 106th Avenue. It is buffered with low vegetation that will allow views into the snake run from its perimeter.



THE REDEVELOPMENT PARCEL



Recommendations for the proposed redevelopment project include a three story mixed-use building located between the one-way, east bound traffic on NE Halsey Street and the new neighborhood park to the south. The proposed building has ground floor retail, secure enclosed parking, single level live/work units facing the proposed park and 26 residential townhouses located on the upper two levels.

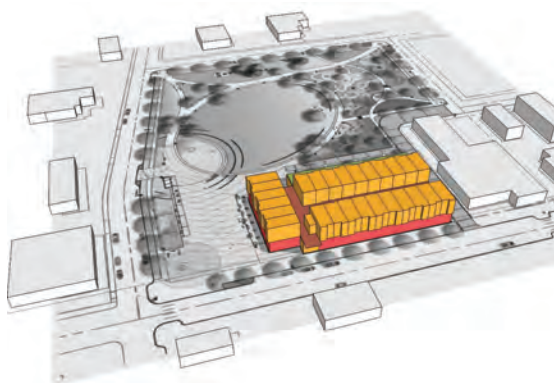
Storefront retail with a canopy on the first level stretches 162 feet along Halsey providing a 35 foot tenant depth. On-street parking with a 12 foot wide sidewalk will provide a pedestrian-oriented environment. Retail storefronts will activate the public environment. The main residential lobby, with elevator and stair circulation to the upper level, is located along the street providing access to uppers level residential units.

Possible restaurant space will be located on the east side of the building facing the public urban plaza. The storefront will allow for wide openings to open up as weather allows, activating the plaza with outdoor dining. Canopies attached to the building or a freestanding rain/sun cover will allow users to have flexibility during the day based on solar orientation.

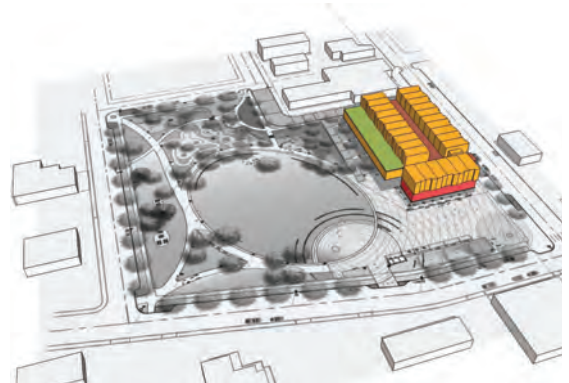
South-facing single level live/ work units will abut the park allowing flexibility to reconfigure the front entry and landscape to achieve the desired levels of visual privacy or exposure.

THE REDEVELOPMENT PARCEL

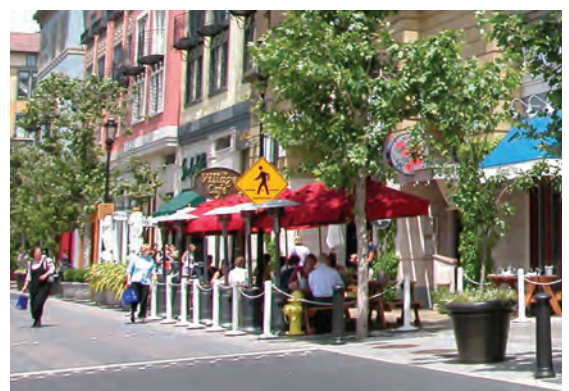
Secure enclosed residential parking will be provided on the ground floor within the building. Vehicle access will be provided off of the existing curb cut located between the proposed building and the existing hardware store along Halsey Street. A 24 foot wide private drive will connect to NE Clackamas Street. This drive will allow flexibility for residential entry and exit, provide for service vehicle circulation, and give access to utility and emergency vehicles. Special paving, signage, and furnishings will distinguish the private street from the standard public rights-of-way.



Aerial perspective from the northeast



Aerial perspective from the southeast



THE REDEVELOPMENT PARCEL

The upper level townhouses will have individual front doors off an open secure courtyard. The townhouses will be two levels served by an internal staircase. The units facing south will have access to greenroofs overlooking the park and could potentially connect directly to a live/work unit below.

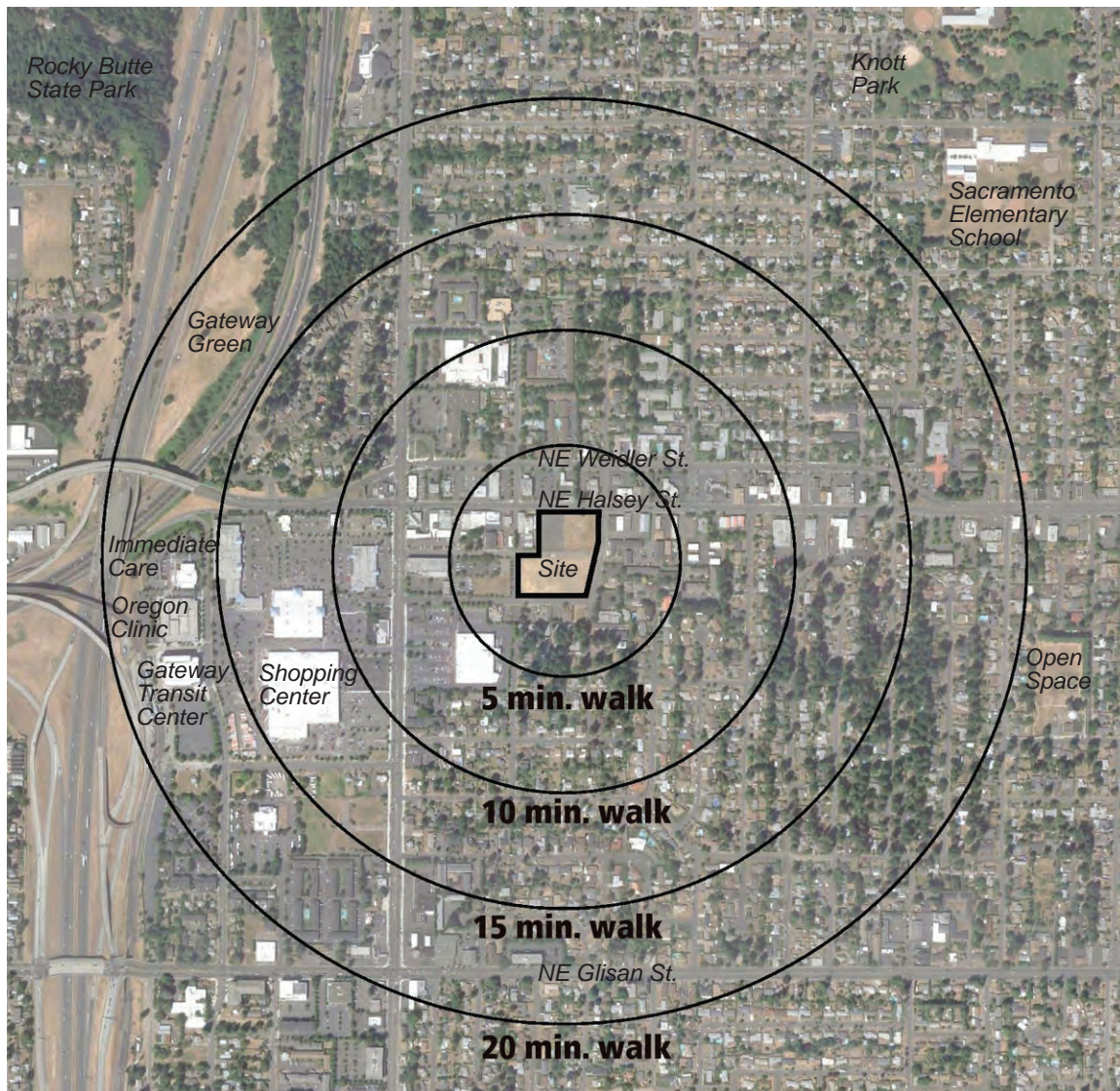


IMPLEMENTATION

The overall project is envisioned as a three-acre neighborhood park and a one-acre mixed-use redevelopment project. A property lot line adjustment will effectively divide the parcels into one PDC-owned parcel for redevelopment and one PP&R-owned park site. Separating the parcels allows for the two projects to move forward on an independent basis. The timing and implementation of the redevelopment parcel is subject to PDC funding, private developer interest, and market conditions. Park implementation is subject to various PP&R funding sources.



SUSTAINABILITY FRAMEWORK



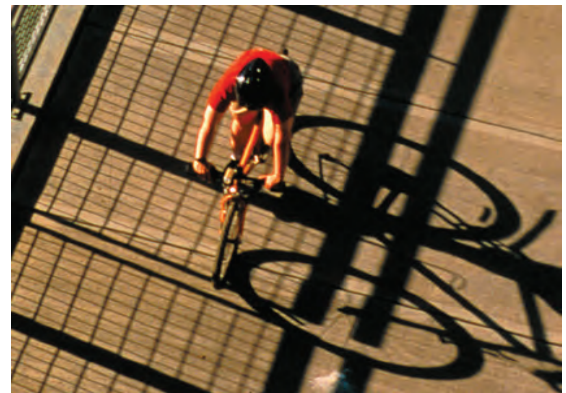
20-minute neighborhood

This project offers a number of ways to enhance and contribute to the Gateway EcoDistrict and the surrounding neighborhood. A glimpse at the area accessible on foot within 20-minutes reveals a deficiency of parks and public open space in the Gateway district. The addition of the Gateway Redevelopment and Neighborhood Park Project provides residents a long anticipated public open space within easy walking and biking distance. The redevelopment project will add more commercial activity that will help revitalize existing businesses on the Halsey/ Weidler couplet in addition to providing housing, retail, dining and other conveniences. Services and housing will be particularly important for an expanding senior population in the neighborhood. The redevelopment building will be required to meet LEED Gold certification. The redevelopment project may feature green roofs and treat stormwater in bioswales on the south face of the building. Short footbridges over the swale will link building occupants to the pedestrian path while highlighting stormwater treatment as a design feature.

The Gateway Neighborhood Park will contribute to the quality and success of the Gateway Eco-District in a number of ways. The park will demonstrate sustainable watershed management principles including stormwater management and an ecoroof on the restroom. Stormwater swales containing native plant material will treat site runoff from paved surfaces and, in some cases, integrate the nature-inspired play area. Widened planting strips along the perimeter sidewalks will provide space for larger canopy street trees, creating additional shade along a pleasant pedestrian corridor. The restroom will utilize high-efficiency water conserving toilets, fixtures, etc. Low-energy lighting and/ or solar powered fixtures will be used to illuminate spaces within the park. Drought tolerant native and adaptive vegetation will be selected to minimize irrigation needs. Regional and recycled materials will be incorporated throughout the park design.



Stormwater planting and nature-based play



Exercise opportunities



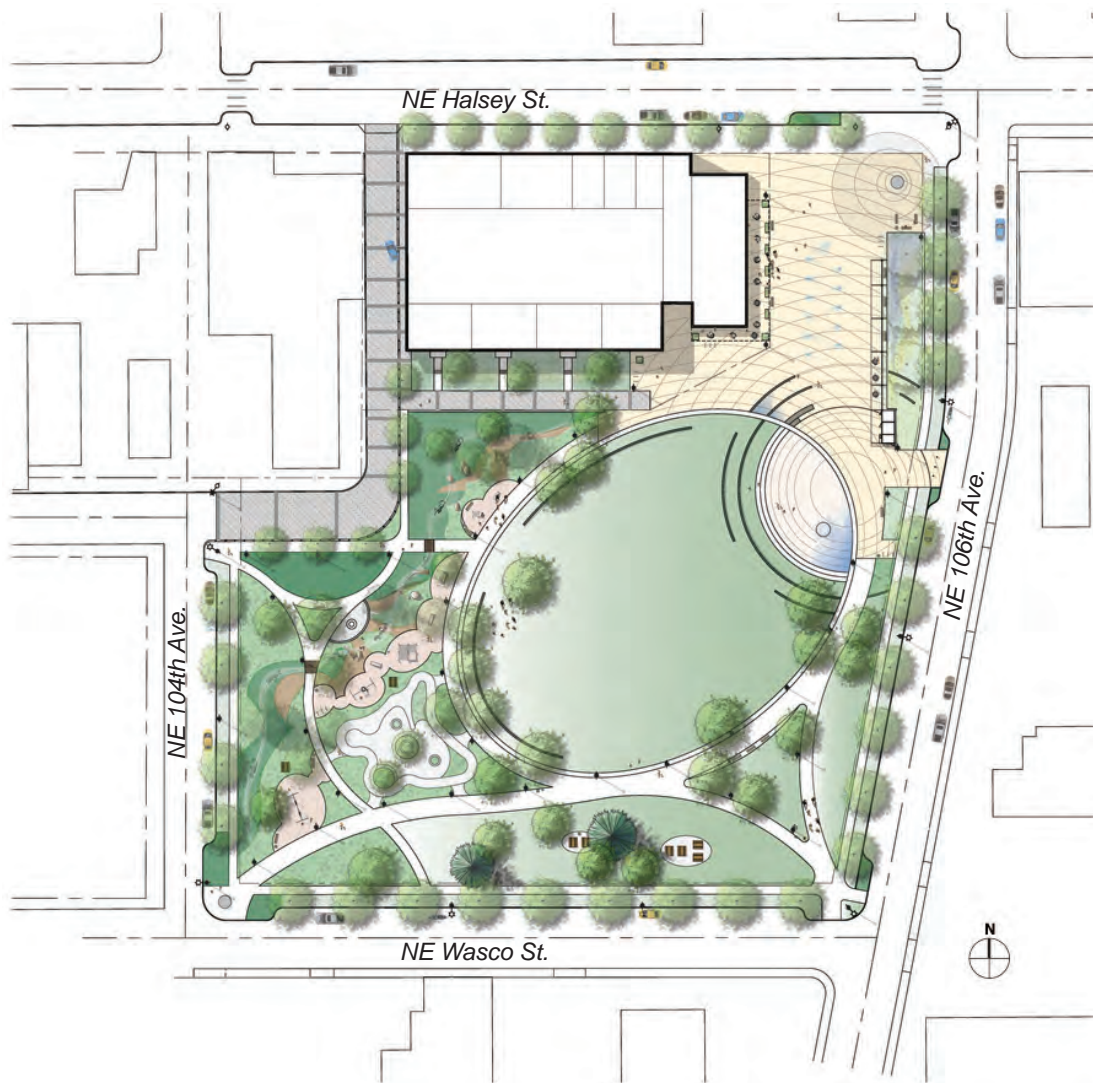
Stormwater curb extensions



Stormwater planter

SUSTAINABILITY FRAMEWORK

The park will contribute to the social sustainability and the identity of the community. Gathering spaces for concerts, outdoor movies, farmer’s markets, and festivals will give local residents an opportunity to meet and establish relationships within the community and strengthen the social fabric of the district. Increased levels of activity and eyes on the park will increase safety in the area. The nature-inspired adventure play area will give children access to elements of nature close to home. The park’s open space amenities will offer ways for people to exercise, play, and relax, all contributing to a healthy and fit lifestyle. Efforts to increase safety at key street crossings with curb extensions will be steps toward creating a more enjoyable, family-friendly, walkable district.



VEHICULAR ACCESS

During the park planning process, it became very apparent that the general public did not support the idea of a street dividing the parcel on the NE Clackamas Street right-of-way dedication as suggested on the Portland Bureau of Transportation Gateway Master Street Plan. The only vehicular use of the park is for police patrol, maintenance and emergencies. The primary point of vehicular access will be at the midblock curb cut on NE 106th Avenue near the park event space. Curb extensions will provide a safe pick-up/ drop-off area for park users and a relocated school bus stop. Stormwater planters will collect and treat runoff from NE 106th Avenue on the north and south edges. Removable bollards will prevent unauthorized vehicular entry. Maintenance vehicles with trailers may stage in a space beside the restroom without blocking pedestrian circulation. Event vehicles may drive into the plaza to set up market booths or performance stages and equipment. A twelve foot wide pathway south of the building development will connect maintenance and police vehicles to the private commercial driveway. To service play areas, maintenance vehicles will drive along the central loop path.



Maintenance and vehicular access shown in red.

OPINION OF COST SUMMARY

The following estimate outlines the construction and associated project costs for the mixed-use redevelopment scheme described in this report.

REDEVELOPMENT PARCEL

Housing	\$4,200,600
Retail	\$453,600
Parking & Service	\$540,000
Courtyard & Decks	\$91,800
Development Site Work	\$487,196
DIRECT CONSTRUCTION COST	\$5,773,196
Hard Cost Contingency	\$577,320
Soft Costs For Development	\$1,863,792
PROBABLE ASSOCIATED COSTS	\$2,441,112
PROBABLE TOTAL REDEVELOPMENT COST	\$8,214,307

Note: This is a preliminary opinion of costs for park development and building redevelopment. Estimate assumes a construction start date of Spring 2011. Upon completion of construction documents, a revised project budget may be finalized.

OPINION OF COST SUMMARY

The following estimate outlines the construction and associated project costs for the park site.

NEIGHBORHOOD PARK PARCEL

Site Demolition.....	\$48,822
Earthwork.....	\$89,000
Paved Surfaces.....	\$534,751
Site Walls.....	\$105,000
Adventure Play Area.....	\$194,880
Water Features.....	\$764,400
Site Furnishings.....	\$50,950
Site Structures.....	\$155,800
Landscape Planting & Irrigation.....	\$197,957
Utilities.....	\$312,500
Direct Contingency/ Contract costs.....	\$1,237,365
PROBABLE TOTAL CONTRACT COST	\$3,691,425

Probable Mandatory Program Obligations.....	\$104,031
Probable External Soft Costs.....	\$366,245
Probable Internal Soft Costs.....	\$586,119
PROBABLE TOTAL CITY COSTS	\$1,056,395

PROBABLE TOTAL PARK COST \$4,748,000

Estimated Annual Park O&M Costs..... \$142,440

Note: This is a preliminary opinion of costs for park development and building redevelopment. The estimate assumes a construction start date of Spring 2011. Upon completion of construction documents, a revised project budget may be finalized.

SITE ANALYSIS, OPPORTUNITIES AND CONSTRAINTS

The site is flat and open with views to Rocky Butte and adjacent groves of Douglas fir trees. The perimeter contains an adjacent hardware store, a mix of small medical office buildings, and parking on NE Halsey Street, NE 104th Avenue, NE Wasco Street, and NE 106th Avenue. The southern half of the property was formerly used for a bowling alley, bingo hall, and a dry cleaner, but remained vacant since a building fire in the early 2000's. The northern half was home to a variety of buffet restaurants over the years, the last of which went out of business in 2008. Even as a vacant lot, a noticeable volume of pedestrians flow through the site daily en route to other neighborhood destinations and transit.

Circulation Patterns:

A daily pattern of pedestrian flow is evident moving through the site from the northeast to the southwest en route to other neighborhood destinations.

Perimeter Land Uses:

Adjacent neighbors include six medical office buildings, a Teamsters building, a vacant parcel, a hardware store, and consignment shop. Across Halsey Avenue lies a Chapel, medical office, bank, and retail.

Redevelopment Prospects:

Opportunities for future redevelopment are present in the northwest corner and the vacant lot across NE 104th.

Slopes:

The site is generally open and very flat with a slight pitch towards the southwest corner.

Soils:

Soils in the southwest corner of the site have been remediated. Stormwater infiltration and/or proposed covered structures at the remediated area are prohibited.

Streets:

The site perimeter is defined by NE Halsey Street, NE 106th Avenue, NE Wasco Street, and NE 104th Avenue, with abundant opportunities for visibility, access, and on-street parking. Vehicular traffic volume and speed on NE Halsey Street are currently unsafe pedestrian crossing conditions.

Utilities:

Existing street lights and overhead utility lines are present around the perimeter.

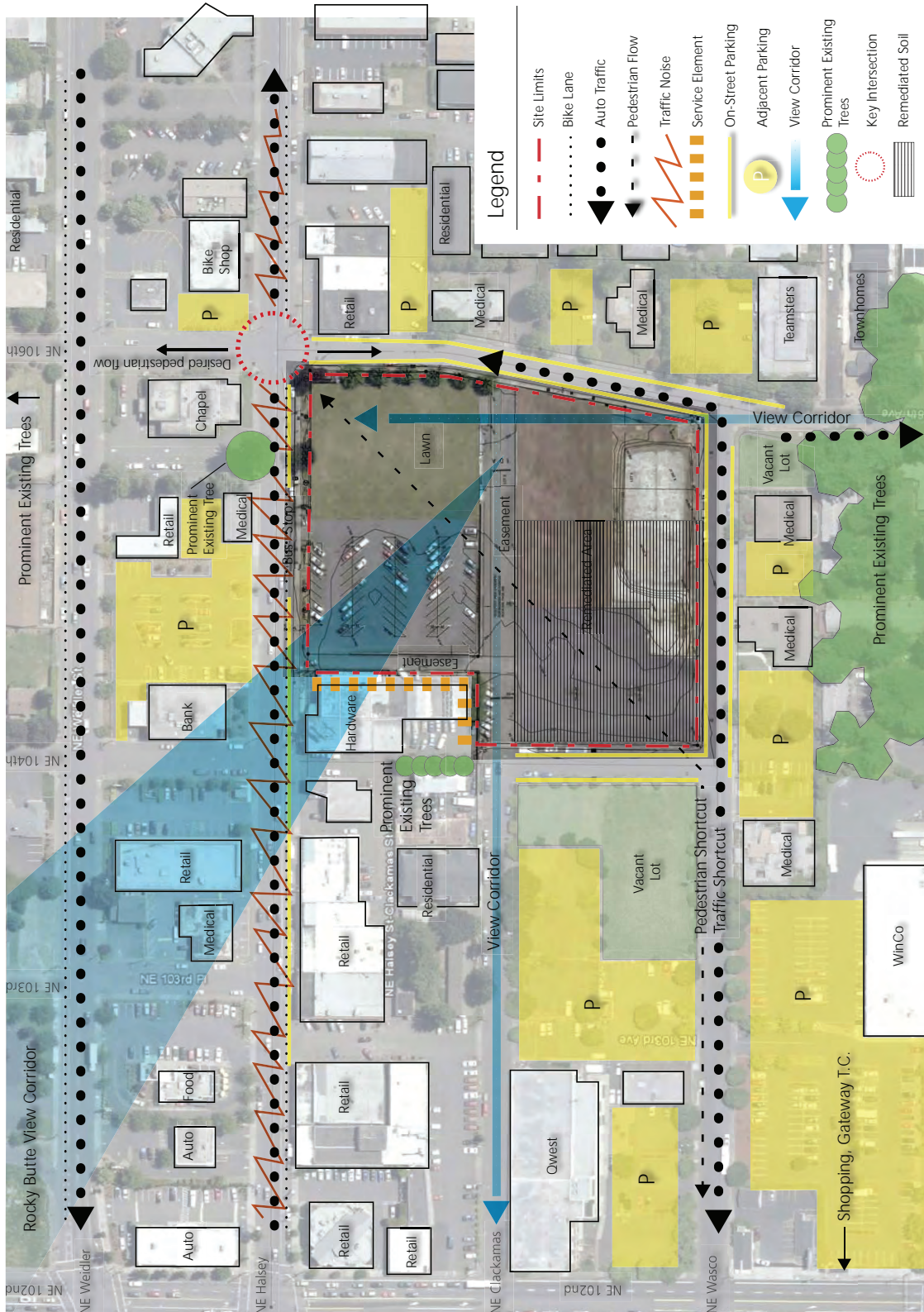
Vegetation:

Several ornamental trees and shore pines exist on site.

Views:

Open views to Rocky Butte State Park and existing neighborhood groves of Douglas fir trees are present.

SITE ANALYSIS, OPPORTUNITIES AND CONSTRAINTS



Legend

- Site Limits
- Bike Lane
- Auto Traffic
- - - Pedestrian Flow
- ⚡ Traffic Noise
- Service Element
- ▭ On-Street Parking
- ▭ Adjacent Parking
- ➡ View Corridor
- Prominent Existing Trees
- Key Intersection
- ▨ Remediated Soil

JUNE 10, 2010

OPPORTUNITIES AND CONSTRAINTS

GATEWAY REDEVELOPMENT AND NEIGHBORHOOD PARK PROJECT
PORTLAND, OR



THUMBNAIL SITE STUDIES





The following thumbnail studies weighed the pros and cons of alternate redevelopment and park configurations.

<p>A</p>	<p>PROS</p> <ul style="list-style-type: none"> - Maximum continuous retail frontage on NE Halsey St. - Development provides eyes on the park. - Neighbors to the South and East provide eyes on the park. - Adjacent structures buffered by new development. - Flexible development opportunities. <p>CONS</p> <ul style="list-style-type: none"> - Limited park visibility from NE Halsey St. - Limited control of western park edge aesthetic quality. - Minimal park width at NE Halsey St.
<p>B</p>	<p>PROS</p> <ul style="list-style-type: none"> - Retail frontage on NE Halsey St. - Development provides maximum eyes on the park. - Neighbors to the South and East provide eyes on the park. - Adjacent structures buffered by new development. - Flexible development opportunities. - Allows generous park dimensions. <p>CONS</p> <ul style="list-style-type: none"> - Limited control of southwestern park edge aesthetic quality.
<p>C</p>	<p>PROS</p> <ul style="list-style-type: none"> - Retail frontage on NE Halsey St. - Flexible pavilion retail - Maximum integration w/ park plaza area. - Maximum park visibility - Development provides eyes on the park. - Neighbors to the South and East provide eyes on the park. - Adjacent structures buffered by new development - Flexible development opportunities. <p>CONS</p> <ul style="list-style-type: none"> - NE Clackamas St. bisects park, less continuous park space. - Limited control of southwestern park edge aesthetic quality.
<p>D</p>	<p>PROS</p> <ul style="list-style-type: none"> - Maximum park visibility. - Development provides eyes on the park. - Neighbors to the South and East provide eyes on the park. - Adjacent structures buffered by new development - Flexible development opportunities <p>CONS</p> <ul style="list-style-type: none"> - Limited control of southwestern park edge aesthetic quality.

THUMBNAIL SITE STUDIES

Conclusions:

The most desirable location for a feasible redevelopment parcel is the northwest corner of the site on NE Halsey Street. This maximizes retail opportunities on the Halsey Street frontage and strengthens the continuous strip of existing retail and small businesses to the west. This creates a well-proportioned park space with significant presence on Halsey and maximum visibility around the site perimeter.

E		<p>PROS</p> <ul style="list-style-type: none"> - Retail frontage on NE Halsey St. - Development provides eyes on the park. <p>CONS</p> <ul style="list-style-type: none"> - Gap in retail along NE Halsey St. frontage. - No control of western park edge aesthetic quality. - Minimal park width at NE Halsey St. - Limited street views to park from perimeter. - Park views cut off from neighbors.
F		<p>PROS</p> <ul style="list-style-type: none"> - Retail frontage on NE Halsey St. - Development provides maximum eyes on the park. - Neighbors to the South and East provide eyes on the park. - Maximum control of western park edge aesthetic quality. - Adjacent structures buffered by new development. - Flexible development opportunities. - Opportunity for phased, market driven development. <p>CONS</p> <ul style="list-style-type: none"> - Soil remediation prohibits development in SW corner of site.
G		<p>PROS</p> <ul style="list-style-type: none"> - Maximum retail frontage on NE Halsey St. - Development provides eyes on the park. - Neighbors to the South and East provide eyes on the park. <p>CONS</p> <ul style="list-style-type: none"> - No park visibility from NE Halsey St. - Limited aesthetic control over western park edges.
H		<p>PROS</p> <ul style="list-style-type: none"> - Retail frontage on NE Halsey St. - Development provides eyes on the park. <p>CONS</p> <ul style="list-style-type: none"> - Soil remediation limits development in southern half of site. - Limited eyes on park from perimeter and adjacent neighbors. - Development in NE corner blocks desire line of existing pedestrian circulation through site. - NE Halsey retail opportunities not continuous with existing retail. - No control of aesthetic quality of western park edges.

DESIGN ALTERNATIVES

The following design alternatives were developed and presented to the stakeholders and community. They illustrate three distinctly different ways to incorporate the vision, goals, and design program. After collecting feedback, the design team combined attributes of each alternative and created the final design.

Alternative A:

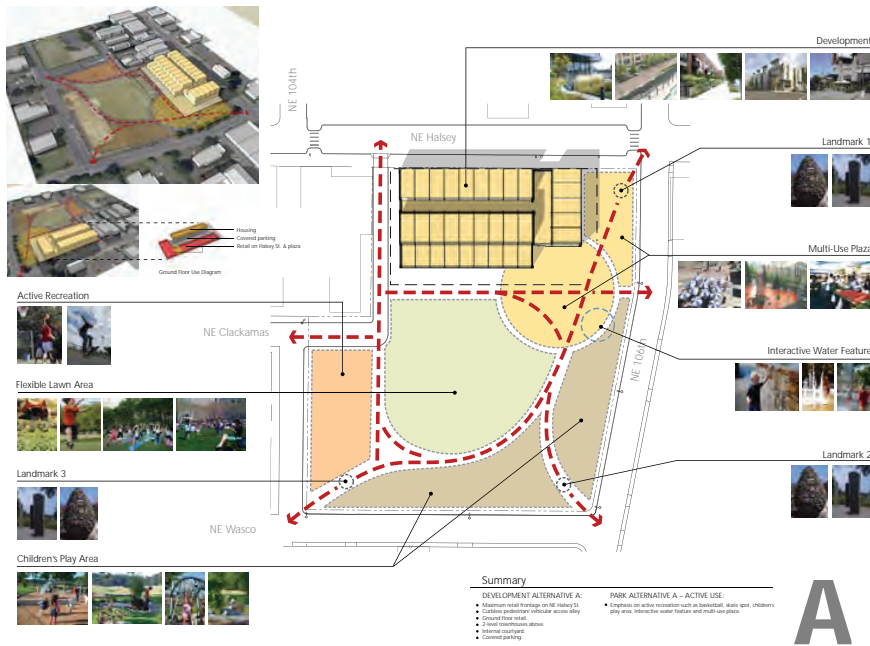
- The most favorable redevelopment configuration.
- Maximum retail frontage on Halsey.
- Maximum residential “eyes on the park” and a strong dialogue with the northeast park plaza.

Alternative B:

- Strong park event space at the axis of key site lines and circulation routes.

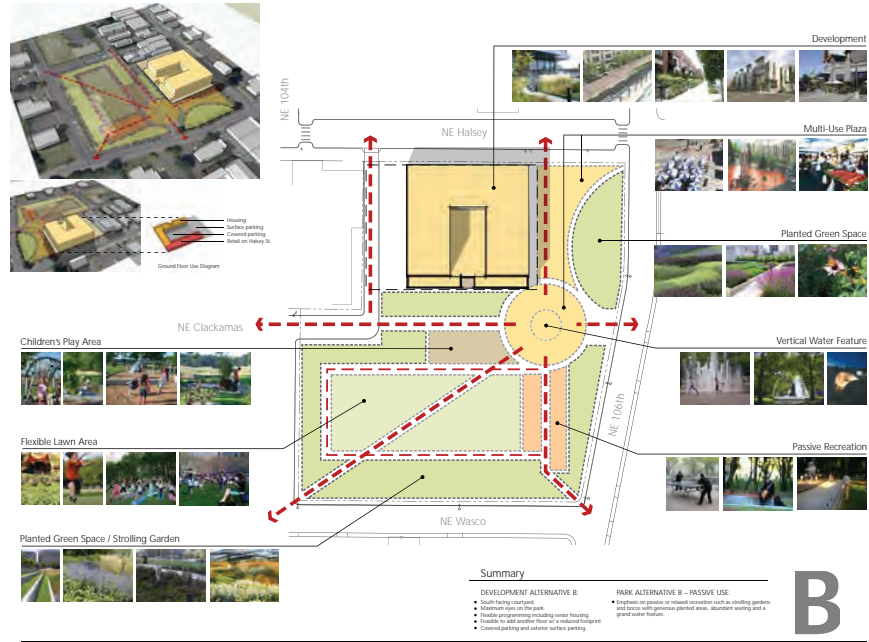
Alternative C:

- Favorable for its mix of both passive and active recreation.
- Excellent flexible plaza space on Halsey.
- Strong arcing path that mimics existing pedestrian flow from Northeast to Southwest corner.
- Strong public opposition to the extension of NE Clackamas Street as a vehicular route through the park.

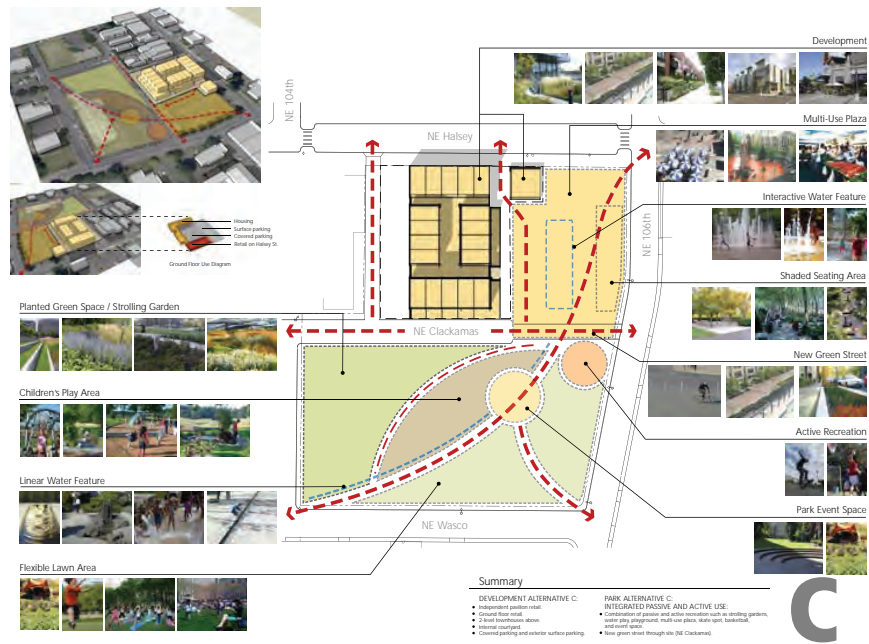


Design Alternative A

DESIGN ALTERNATIVES



Design Alternative B



Design Alternative C

APPENDICES



APPENDIX A - MARKET ANALYSIS

GATEWAY REDEVELOPMENT AND NEIGHBORHOOD PARK PROJECT



GATEWAY MARKET ASSESSMENT

PREPARED FOR



PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland

PREPARED BY



LELAND CONSULTING GROUP

KemperCo. LLC



MYHRE · GROUP
a r c h i t e c t s

December 2010

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Executive Summary

In 2010, the Portland Development Commission (PDC) and Portland Parks and Recreation (PPR) initiated the Gateway Neighborhood Park and Redevelopment Project. The goal of this project is to redevelop a vacant, approximately four-acre site in Portland's Gateway district into two distinct but integrated places: a three-acre neighborhood park, and a one-acre development, which could consist of housing, retail, office, civic or community spaces, or other uses. The site is bounded by NE Halsey St. on the north, NE Wasco St. on the south, and NE 104th and 106th on the west and east, respectively.

This Market Assessment has been completed as part of the Gateway Neighborhood Park and Redevelopment Project. Its purpose is to:

- **Provide a resource to the project team**—the PDC, PPR, Citizens Advisory Committee, and consultants—that describes the real estate markets in the Gateway area and Portland region.
- **Enable the project team to make informed recommendations** regarding what types of development—whether housing, retail, office, or other—make financial sense at the subject site.
- **Supply the project team with inputs for the financial analysis** of various development alternatives that will be completed in later phases of this project. For example, apartment rents, vacancies, and concession information summarized in this document should be used as one set of inputs for financial analysis.

The team's primary findings are:

- **Demographics.** Some of Gateway's notable demographic features are that its households are overwhelmingly middle and low income; it contains a greater share of families, children, and seniors compared to the City of Portland; and it contains a higher percentage of some ethnic groups than the city as a whole—particularly Asian, Hispanic, and “other” households. These and other demographic features should be taken into account for the design of both the development and park.
- **Housing.** There is good reason to believe that housing would work as part of this redevelopment project. A variety of creative and successful housing projects have been completed in Gateway in the past decade, including apartments, condos, senior, and affordable projects of different scales. While most of these housing types could work, ongoing challenges to financing and selling ownership projects (i.e., condos) will generally make these projects more difficult to implement than rental development.
- **Retail.** Modest sized, “main street” retail spaces make sense along NE Halsey Street, given the string of local retailers to the west. Restaurants, cafes, family-, kid-, and play-oriented vendors, and other uses that complement the new park should do well. However, relatively low rents in Gateway (some under \$10 per square foot per year) will make large amounts of retail very difficult to develop profitably. Large retailers also require extensive parking, which will consume space needed for the park and other development.
- **Office and Medical Office.** A modest amount of office space is possible—particularly “office commercial” such as title companies, insurance agents, and others that serve local residents. However, large amounts of office—particularly medical office—present challenges similar to retail in that they require significant amounts of parking, usually surface parking. In addition, due to stagnating employment, most office users are not looking to expand in the near future.
- **Project Scale and Parking.** As the scale of development concepts increase, so too does the amount of parking required by the project's residents, tenants, developer, and lenders. This leads to either land-consumptive, surface-parked projects, or to projects with large and expensive structured-parking elements that will be infeasible in the Gateway market. One solution is to keep the density of development in a comfortable middle range, around two or three stories.

Demographic and Economic Overview

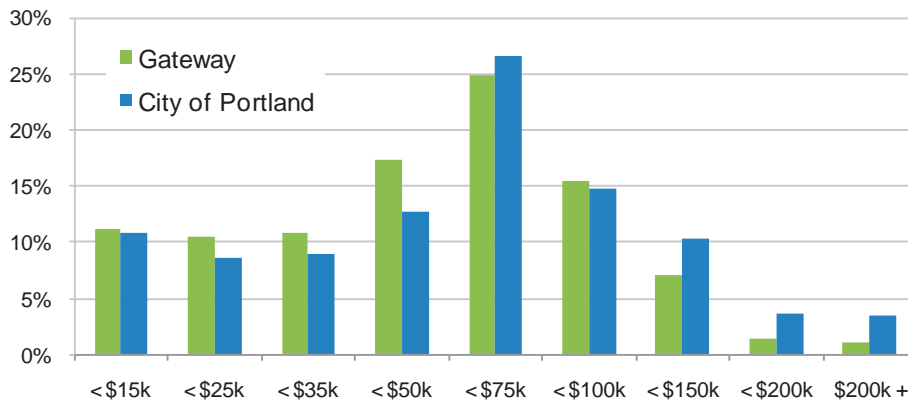
Gateway is a diverse and family-oriented community. The Gateway area¹:

- Contains larger households than the City of Portland as a whole. Gateway averages 2.5 persons per household compared to versus 2.3 for the city.
- Is expected to grow at a somewhat faster annual rate—1.4 percent per year—than the city as a whole—0.9 percent per year—within the next five years. Population growth has both perceived benefits and drawbacks. On the plus side, population growth drives demand for housing, retail, and office space—the types of redevelopment anticipated on this site. The perceived drawbacks of growth may be increased traffic congestion, unwanted change, and the overcrowding of public facilities such as schools.
- Has a higher percentage of family households than the city. Nearly 60 percent of Gateway's households are families, considerably more than the 52.9 percent citywide average.
- Has a slightly lower rate of homeownership than the city as a whole. 50.7 percent of Gateway residents own their homes, compared to 52.6 percent in the city.
- 63.6 percent of households in Gateway contain either one or two people. These households are the most likely to choose to live in “urban density” housing—in townhomes, apartments, or stacked flats—as opposed to single-family homes.

Household Incomes

As Figure 1 shows, compared to Portland as a whole, a larger share of Gateway's households make between \$15,000 and \$75,000 per year; between the \$75,000 and \$150,000 annual household income levels, Gateway and the city are relatively similar. The average household income is \$56,900 in Gateway compared to \$68,300 in the entire city.

Figure 1. Households by Income in Gateway and Portland, 2009



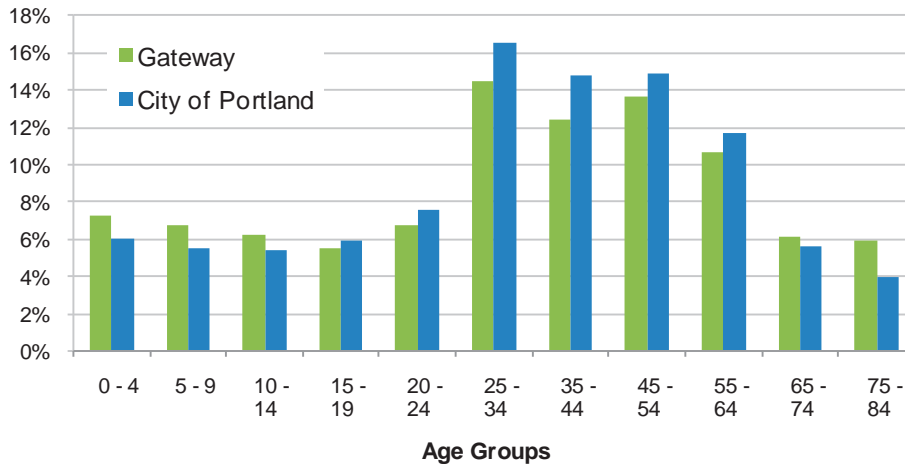
Source: US Census, ESRI, Leland Consulting Group.

¹ For the purposes of demographic and economic analysis, the Gateway area was defined by the project team to include the area bounded by I-205 and I-84 on the west and north, SE Washington St. on the south, and 122nd Avenue on the east; a map is show in the report appendix. Although this area does not exactly match the boundaries of the Gateway urban renewal area, this area more closely reflects the demographic and real estate market context in which redevelopment will occur, and thus is more useful in evaluating the area's prospects.

Age: More Children and Seniors

As Figure 2 shows, Gateway contains a slightly larger percentage of young children and seniors than the city as a whole. Conversely, the area has a smaller percentage of young-adult and middle-aged residents, aged 20 to 64. Gateway is home to many families, children, and seniors.

Figure 2. Population by Age, Gateway and Portland, 2009

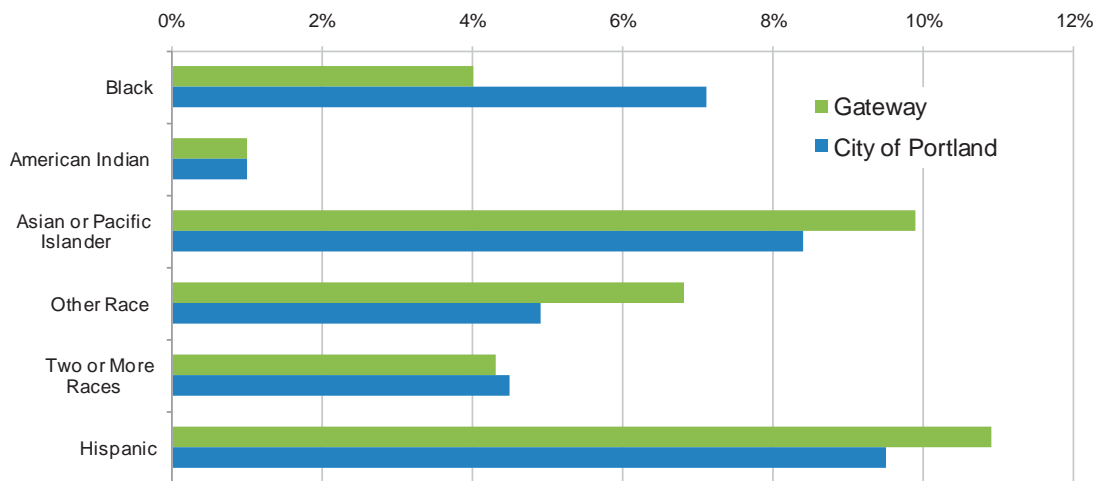


Source: US Census, ESRI, Leland Consulting Group.

Ethnicity

As Figure 3 shows, Gateway has a higher percentage of Hispanics, Asian/Pacific Islanders, and persons of other races than the City of Portland; conversely, it has a smaller percentage of black residents. These ethnic groups are expected to grow as a percentage of Gateway’s population in the coming decade; and anecdotal reports suggest that there has been a significant migration of black and other residents from inner North and Northeast Portland to Gateway during the past decade. While Gateway is slightly more diverse than the city as a whole, white residents continue to make up the bulk of both populations, with more than 70 percent of the population.

Figure 3. Race/Ethnicity (Non-white), Gateway and Portland, 2009



Source: US Census, ESRI, Leland Consulting Group.

Portland Economy

It is no secret that the economy—in the Portland region, the state, and nation—has experienced a very bumpy ride that began in 2008 and continues today. The symptoms of economic stagnation—among them lower wages, high unemployment, difficulty accessing financing, and low levels of job creation—are integrally related to the prospects for real estate redevelopment.

Dramatic fluctuations in the economy and real estate markets also make future projections very difficult. For example, given 2007 home sales prices that are often 20 percent or more higher than 2010 prices, which values should be used to project sales prices in 2012? We call this “forecasting in the fog.” Other strategists are attempting to define the “new normal” for lifestyles and real estate, based on the premise that the next decade may be very different from 2010, 2007, or any other year in our rear-view mirror.

This takes forecasting back to fundamentals and long-term trends. Over a period of many decades, the Portland region’s population growth has been strong. Job creation, while slower than some other comparable metropolitan areas, has followed a consistent long-term upward trend. These trends are expected to continue in the coming decades. Metro’s extensive 2010 *Urban Growth Report* forecasts that the region’s population will increase from approximately 2.0 million today, to between 2.9 and 3.2 million in 2030; likewise, the number of jobs is expected to increase from approximately 850,000 today to between 1.3 and 1.7 million in 2030.

This consistent population and economic growth indicates that—although there will be significant fluctuations from year to year—there should be demand over the long term for housing, retail, office, and other uses both in Portland and in close-in areas such as Gateway.

Residential Market

Most of the Gateway area surrounding the NE Halsey and Weidler corridors is composed of residential neighborhoods, with a range of housing stock built between the early 20th century and the present. More than 70 percent of the homes were built in 1969 or earlier, with the biggest building boom taking place in the 1950s.

Homes in the area include single-family (or detached) homes; attached homes, for example, townhouses; and condominiums, a shared-ownership residential category that can range in building form from single-family homes, to townhouses, to mid- or high-rise building. A single-family home typical of Gateway is shown at right.



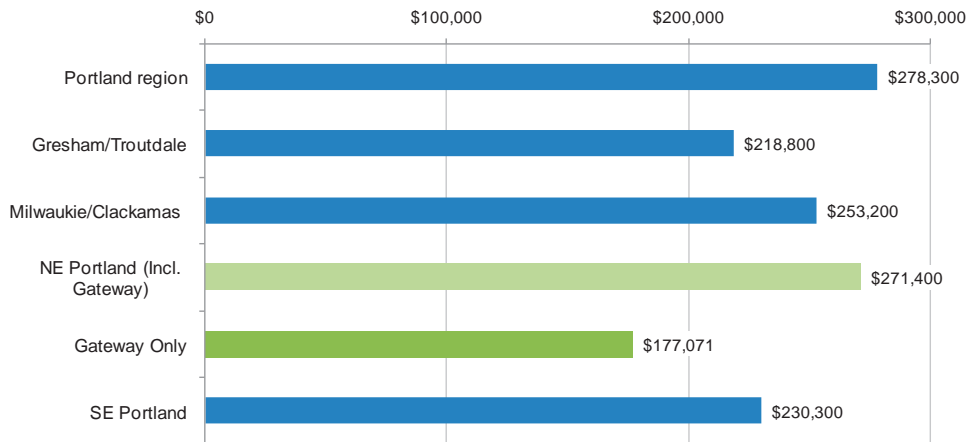
This section separates and evaluates the Gateway area’s residential housing into two main sections: ownership housing and rental housing. As stated above, the split between owner-occupied and rental housing is about fifty-fifty.

Ownership Housing

As the two figures below show, homes in Gateway are considerably more affordable than other submarkets within the metro region. The average (mean) home sales price in Gateway during the first quarter of 2010 was \$177,071, lower than the averages for the Gresham/Troutdale and Milwaukie/Clackamas submarkets. (All “Gateway” home sale data shown in this section is for homes located within one mile of the subject site at NE Halsey and NE 106th Avenue; see the appendix for details.)

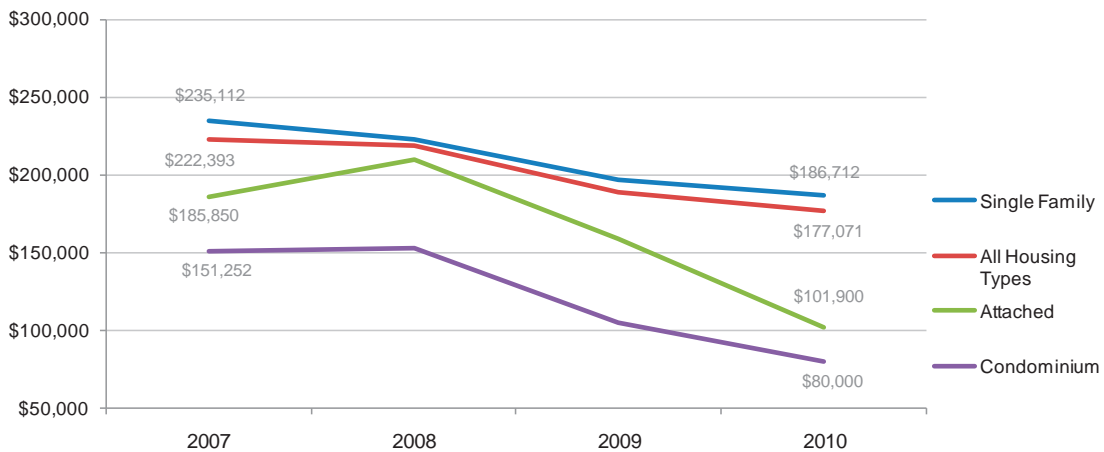
Most ownership residences in the Gateway are single-family homes, and far more sales of single-family homes take place than for attached or condominium units. Since 2007, 500 single-family homes have traded hands, compared to 25 attached unit sales and 47 condo sales. As in most, if not all, other submarkets throughout the Portland metro region, residential sales prices in Gateway peaked around 2007 and began falling thereafter. For example, Gateway’s average single-family home price fell from approximately \$235,100 to \$186,700, for a 21 percent decrease in value. While these relatively low Gateway market averages suggest serious challenges for for-sale multifamily, several more successful individual projects are described below.

Figure 4. Average Residential Sale Price by Area, First Quarter 2010



Source: RMLS, Leland Consulting Group.

Figure 5. Average Gateway Home Sales Prices, 2007 – 2010

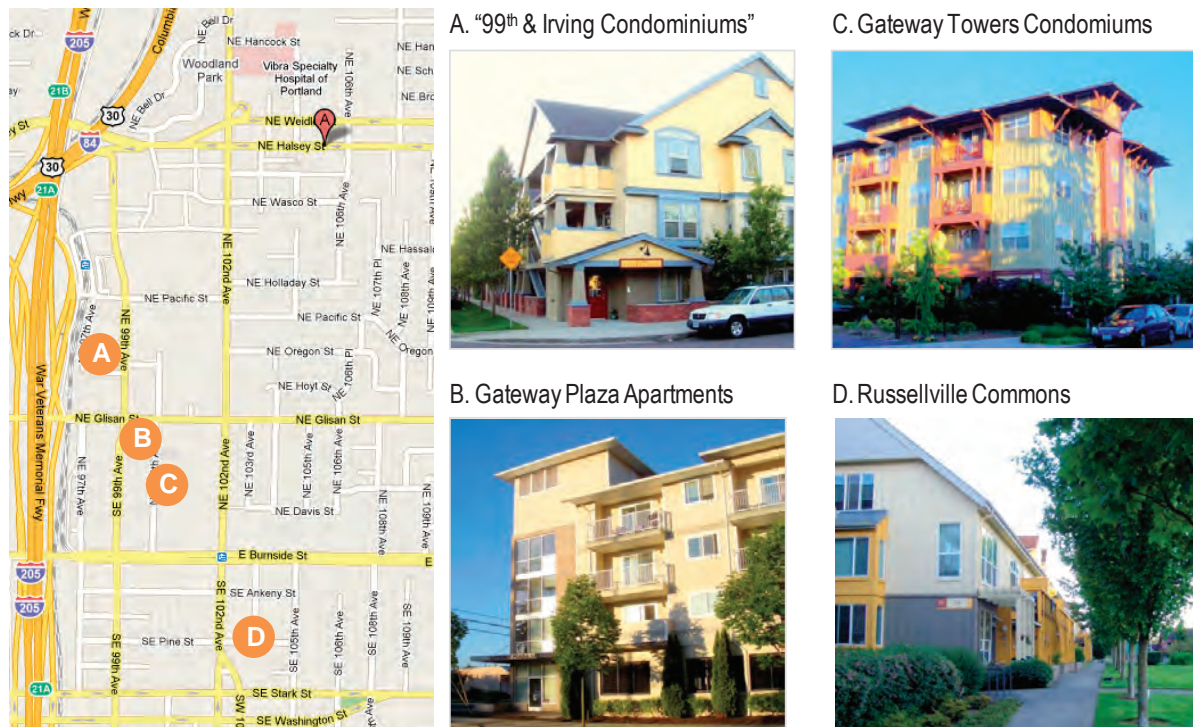


Source: RMLS, Leland Consulting Group.

Multifamily Housing

While some parts of Portland experienced a significant multifamily residential building boom during the past two decades, new, market-rate multifamily development in Gateway has been modest. Some of the area’s leading medium density multifamily projects are shown in Figure 6 below. Note that in this context, “multifamily” housing can be either ownership (condo) or rental housing, with multifamily rental housing discussed in the next section.

Figure 6. Recent Gateway Multifamily Development



Source: KemperCo LLC, Leland Consulting Group.

As in other parts of the city and nation, home sales prices have dropped sharply in Gateway. The average sale price per square foot for all condos in Gateway sold during 2009 was \$151; the highest per square foot price was \$226. This is considerably lower than the \$220 average per square foot price in 2007. Gateway Towers Condominiums, which opened and sold well in 2007, is one example of this trend. Average sales prices per square foot at that time were approximately \$250 per square foot; today, they have dropped by at least 20 percent.

These dramatic changes in pricing impact the real estate development market in several ways. First, lenders are cautious to make loans given the drop in values for condos. Second, it makes market analysis and financial projections for projects like the Gateway Redevelopment difficult since it is not clear whether prices seen in the early part of the decade will return, or if 2010 prices are the “new normal.”

There are two condominium projects located within a block of the subject site: Gateway Condominiums, at 10345 NE Clackamas, and the Commons at One Hundred Sixth, at 1180 NE 106th Avenue. The former project was built in 1999 and features 24 small units (approximately 505 square feet each) that include no parking. While sales prices at this property were above \$80,000 per unit at this property prior to 2008, they have since fallen sharply, sometimes to half the earlier values. The Commons is a townhouse project completed in 2008. All units are three bedrooms, two baths, approximately 1,400 square feet, and sold for approximately \$180,000.

Condominium Challenges

Owner-occupied housing—whether single family, attached, or condominium—is seen by some policy makers and community leaders as a very desirable type of development for the subject site. Condominiums in particular are seen as a way to achieve higher densities, increase homeownership in the area, and add to the local tax base.

While these are certainly reasonable goals, condominium development today also presents considerable challenges. In the dramatic financial downturn between 2008 and 2010, loan losses have been particularly high for lenders in the condominium market. This has caused most lenders to significantly decrease or even stop issuing loans entirely to condominium buyers and developers. Condo buyers themselves are more hesitant to invest in an asset that may not be as valuable as once assumed. Fannie Mae and Freddie Mac have significantly tightened their restrictions on condominium financing. Finally, condo loans in which commercial space comprises more than 20 percent of the total property do not qualify for Fannie Mae or Freddie Mac financing. This puts mixed use projects with a significant commercial component in considerable jeopardy.

Without financing for the developer or condo buyers, condominium development will be severely hampered in the foreseeable future. This factor will steer developers towards rental housing or townhome fee-simple development in lieu of developing larger, denser condominium projects.

Rental Housing

Although ownership housing makes up the majority of all housing in Gateway, rental housing is a very significant part of the housing market, and is probably one good fit for the subject site. Approximately 44 percent of all dwelling units in Gateway are rental units.

Gateway is one of the more affordable rental markets within the Portland metropolitan region, with rents that are very similar to those in Gresham and Milwaukie/Gladstone, and lower than other areas such as Portland's Inner East Side. As Table 1 shows, apartment rents in the Gateway area vary from \$0.78 per square foot for large units (three bedrooms) in older buildings, up to \$1.26 per square foot for very small (studio) units in newer buildings. The table compares rents in Gateway to other submarkets within the region, and Russellville Commons, one of Gateway's most successful housing projects. Figure 7 shows rental rates for two bedroom/one bath units in the same areas and projects. Vacancy in both the Outer Eastside submarket and Russellville Commons are approximately 6.0 percent.

Submarket figures do not take into account the effect of specials, concessions, or the availability of parking. Sewer, water, and gas utilities are paid by the property manager, while other utilities are usually paid by tenants.

Table 1. Average Rents in Gateway and Other Relevant Submarkets (per square foot, Q4 2009)

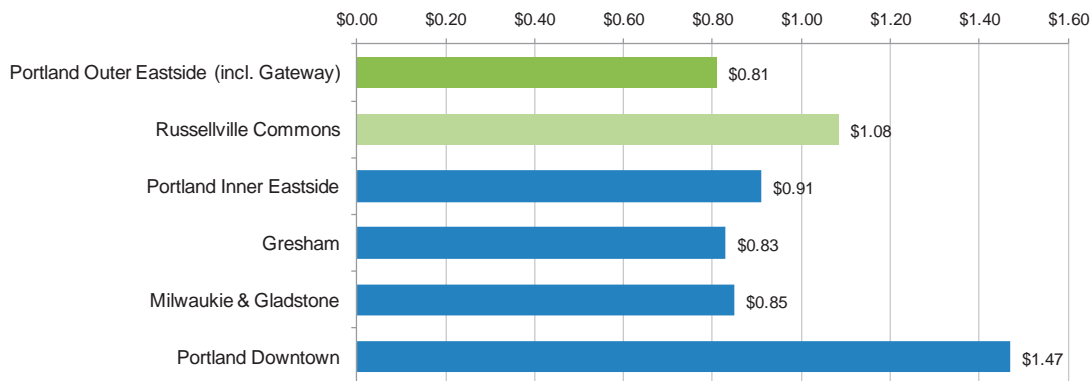
Construction Period	Area	Studio	1BD/1BA	2BD/1BA	2BD/2BA	2BD/2BA+	3BD/1BA	3BD/2BA
Newer	Portland Outer Eastside (incl. Gateway)	\$1.26	\$0.93	\$0.81	\$0.77	N/A	N/A	\$0.80
	Russellville Commons	N/A	\$1.19	\$1.08	\$0.93	N/A	N/A	\$0.93
(1995 or later)	Portland Inner Eastside	\$1.44	\$1.29	\$0.91	\$1.00	\$1.36	N/A	\$0.92
	Gresham	\$1.18	\$0.97	\$0.83	\$0.80	\$1.00	N/A	\$0.82
	Milwaukie & Gladstone	N/A	\$1.00	\$0.85	\$0.83	\$1.10	N/A	\$0.94
	Portland Downtown	\$1.99	\$1.90	\$1.47	\$2.12	\$2.39	N/A	N/A
Older (Pre 1995)	Portland Outer Eastside (incl. Gateway)	\$1.08	\$0.88	\$0.80	\$0.73	N/A	\$0.79	\$0.78
	Portland Inner Eastside	\$1.46	\$1.24	\$0.95	\$0.91	\$1.06	\$0.98	\$0.81
	Gresham	\$1.04	\$0.87	\$0.79	\$0.76	N/A	\$0.78	\$0.73
	Milwaukie & Gladstone	\$1.12	\$0.91	\$0.80	\$0.80	N/A	\$0.68	\$0.82
	Portland Downtown	\$1.82	\$1.64	\$1.76	\$1.61	\$1.55	NA	\$1.83

Source: Norris and Stevens, Russellville Commons, Leland Consulting Group.

Along with Russellville Commons, other apartment projects that are at or near the top of the Gateway market include Burnside Station, Cascade Crossing, Gateway Plaza (shown above), and the Terrace at Columbia Knoll (located near Gateway on 82nd Avenue and Sandy Boulevard). Amongst Gateway’s newer properties, occupancy levels are high, with most between 97 and 100 percent occupied, according to a survey conducted by appraisers Moscato, Ofner & Henningsen, Inc. during August 2009. While high occupancy levels suggest typically send a signal to developers that new development is warranted, the rent levels in these properties is relatively low, similar to the Portland Outer Eastside market area in Figure 7 below. These rent levels tend to support only surface parked rental housing projects.

The price premium being achieved by Russellville Commons over the Gateway average for newer properties is significant, and ranges from a 17 percent premium for three bedroom units to a 34 percent premium for two bedroom, one bathroom units. Russellville’s desirability is most likely due to its recent construction, quality urban design, community amenities such as spa, swimming pool, and “night patrol” security.

Figure 7. 2 BR/1BA Rates PSF in Gateway and Related Markets, 2010



Source: Norris and Stevens, Russellville Commons, Leland Consulting Group.

Senior Housing

The Gateway area has about 1,200 units of senior housing that includes a mix of independent, assisted living, nursing, memory care, and adult foster home housing types. Approximately 57 percent of those units are independent senior housing with an estimated average starting monthly rental rate of \$1,492. Another 31 percent of those units are assisted living, with an average starting rate of \$2,479 per month. Nursing home units make up about 9 percent of the mix. Adult foster homes make up about 2 percent of the total with estimated starting monthly rates at \$2,300 per month.

There is a wide variety of senior housing types. Most of the senior housing stock is older, with the Russellville Park development being the exception. On one end, the new Russellville Park senior facility boasts almost 300 units, 60 percent of which are higher-end independent senior housing with an extensive array of services and higher rents. On the other end of the spectrum are adult foster homes providing housing, meals, and basic services for as low as \$2,200 per month. There are 360 units of assisted housing with starting rates varying from \$1,650 to \$3,200. The lower priced assisted housing units are sponsored by faith based organizations.

Affordable Multifamily Housing

Affordable multifamily housing for purposes of this analysis consists of Section 8 properties and projects financed with Low Income Housing Tax Credits (LIHTC). These two programs historically have provided the bulk of rental housing for low income households. The Section 8 program provides federal subsidy dollars to specific projects at which qualifying very low income tenants pay

30 percent of their income towards their rent obligation, with the balance of the rent being paid by the Section 8 subsidy.

LIHTC properties are financed principally with federal tax credits, which institutional investors purchase by providing equity for qualifying projects. Each year, states allocate LIHTC to properties on a competitive basis. A successful applicant is granted credits equal to 9 percent of the total project value for ten years. Equity investors pay \$0.70 to \$0.80 for each credit dollar, which can provide 60 percent or more of the total sources needed to fund the project. This high equity capitalization ratio allows the project to take on less debt and set lower rental rates. To earn the tax credits, the projects cannot rent to households with more than 60 percent of area median income (adjusted for household size) and cannot charge rent that is more than 30 percent of the maximum qualifying income level. Current area median income for a family of four in the Portland metropolitan area is \$71,200. Thus, a family of four can earn no more than \$42,720 per year in order to qualify for an LIHTC project. For a single person, the maximum income level is \$29,940. Maximum rents for one and two bedroom units are \$787 and \$945 respectively (before a downward adjustment for utilities if the tenant pays any utilities).

Maximum 60 percent LIHTC rents are currently equal to, or in some cases above, market rental rates in the Gateway area. Thus, most apartment units in Gateway could effectively be considered affordable. Furthermore, publicly financed affordable projects are essentially competing directly with private projects in this area. These properties typically have set asides for households with incomes lower than 60 percent of the area median income. For example, a project could have 40 percent of the units at a 60 percent level, 40 percent of the units at a 50 percent income level, and 20 percent at a 40 percent income level. Rents for the lower income levels would be significantly lower than the 60 percent income rents. For example, one bedroom rents at the 50 percent income level would be \$656, compared to \$525 at the 40 percent income level (before reduction for utility allowances if the tenant pays utilities). With the tenant paying electricity, the actual rent for the one bedroom would be \$567 and \$446 for a 50 percent and 40 percent income level rental unit respectively. Affordable housing projects typically qualify for a property tax exemption under Portland's City Code and do not pay property taxes. There are about 500 units in the Gateway and adjacent outer east Portland neighborhoods, including the following:

Project	Location	Units
Lincoln Woods	130th & Division	70
Park Vista	107th & Stark	59
Cascade Crossing	105th & Burnside	74
Arbor Glen	145th & Division	97
Ankeny Woods	120th & Ankeny	42
Gateway Park	102nd & Oregon	144
Multnomah Manor	91st & Hassalo	29
Total Units		515

Source: KemperCo LLC.

Retail Market

There are three primary retail locations within the North Gateway area, each with its own character: the Gateway Shopping Center (between NE 102nd Avenue and I-205), NE 102nd Avenue, and the Halsey-Weidler couplet, which borders the subject site.

While the Gateway Shopping Center draws from a larger geographic area than the other two retail corridors, none of the locations have a niche as truly regional draws like the Pearl District, Hawthorne Boulevard, or Bridgeport Village. Thus, the overwhelming majority of shoppers will come from within east Portland.

The Gateway Shopping Center contains major regional and national chains such as Fred Meyers, Kohls, Ross, and Starbucks. Rents here are generally between \$22 and \$26 triple-net, considerably higher than on the surrounding streets, due to the visibility and access to the center, drawing power of the major chain stores, and abundant parking.

Compared to other retail streets in Gateway and East Portland, NE Halsey is unique. The one-way, eastbound street has an established, if fragmented, “main street” character due to a multi-block stretch of older street-fronting retail buildings on its south side between 102nd and 104th. Auto traffic counts are relatively high—approximately 16,000 vehicles per day eastbound on Halsey—providing retailers with good access and visibility. During the project team’s visits to the site, traffic speeds were moderate enough that pedestrians walking on the sidewalk should feel comfortable, and passing drivers will be able to see and stop at adjacent retail relatively easily (the posted speed limit is 25 mph). Halsey also has a parking lane on the north and south sides of the street, a bike lane, and continuous sidewalks on both sides of the street, all of which make for a pleasant walking environment. However, based on input from project open houses, local pedestrians are not comfortable *crossing* Halsey, at 106th or other intersections, due to the consistent traffic flow.

Current asking rents along NE Halsey range between \$9.60 (modified gross) and \$14.20 triple-net. This is a wide range that reflects an equally wide range in the quality and age of retail spaces. However, while rents at the Gateway Shopping Center are high enough to potentially support new construction, the rents along NE Halsey are not. Any development at the site will need to achieve a “rent premium” based on the space’s proximity to the park, higher foot traffic levels, more desirable space, or other attribute, in order to justify new construction prices.

Some retailers are likely to be a good fit for the subject site, while others will not. Local retailers that require spaces of between 1,000 and 3,000 square feet are probably a good fit because they will not demand (nor pay for) prime spaces in national-tenanted centers. They will also probably be better attuned to the preferences of local residents and not demand off street parking. In addition, retailers that complement or feed off of the energy generated by the adjacent park are a good fit. This category might include restaurants, cafes, sporting goods shops, and vendors of kids or family related goods. Restaurants in particular can survive in “destination” locations where they are not surrounded by other successful retailers. The 2007 *Central Gateway Redevelopment Strategy* identified many of these uses as good fits for Gateway in general; also among the retailers it identified as under-supplied in the Gateway area were: bakeries, ethnic markets, pet stores, florists, and furniture stores.



A new retail frontage on NE Weidler Street.

Office Market

According to CoStar, there are approximately 70 buildings with about 800,000 square feet of office space in the general Gateway area, not counting the medical uses of the hospitals in the neighborhood.

Much of the office space in the neighborhood is medically oriented. Large medical office users include the Adventist Medical Center, Vibra Specialty Hospital, Oregon Clinic, and Providence Providence Medical Group. Adventist, Gateway's largest employer, is located approximately two miles south and is looking to expand. However, thus far, their impacts are relatively minimal near the subject site. Vibra is a long term acute care hospital located two blocks to the northwest; and the Oregon Clinic and Providence are located at near the Gateway Shopping Center and MAX station about six blocks west. Most of the medical office buildings are fully occupied. A major challenge to including medical office space at the subject site will be the high parking requirements associated with medical staff and clientele. Given the variety of demands competing for space at the subject site, space for extensive parking becomes limited. This issue is covered in more detail in the following section.

Current vacancy. CoStar reports 17 buildings in the area with vacant space on the market, with total rentable space of about 288,000 square feet. Approximately 200,000 feet of that space is general office space (although with a significant concentration of medical office uses). There is about 71,000 square feet of Class B office buildings with space for rent. Vacancy in those buildings is approximately 12,000 square feet or 16.7 percent. Average rent in those buildings is \$19.45 per square foot. Of the 130,000 feet of Class C office space, 24,000 square feet is reported as vacant for a vacancy factor of 18.5 percent. Average Class C office rents in the area in buildings with vacancy are \$16.48 per square foot.

Approximately 88,000 feet is medical office space. There is about 77,000 square feet of Class B medical office buildings with space for rent. Vacancy in those buildings is approximately 25,000 square feet or 32 percent—extremely high. Average rent in those buildings is \$24.38 per square foot. Of the 11,000 feet of Class C medical office space, 3,000 square feet is reported as vacant for a vacancy factor of 28 percent. Average Class C office rents in the area in buildings with vacancy are \$15 per square foot.

The overall market vacancy factor is relatively small since the buildings with vacancy account for only 36 percent of the total office space in the area. Total office vacancy in the area including medical office buildings is about 8 percent. Many of the buildings are small medical practices which are believed to be owner-user buildings.

The subject site is best suited to local, small, "commercial office" uses, such as small bank branches, title companies, tax preparers, and the like. Major new office users will probably seek sites near the Gateway Shopping Center—where they could potentially occupy single, large sites with better visibility (freeway- and light rail-adjacent headquarters buildings play a marketing role) and accessibility (easier access by clients, employees, collaborator firms and others is an important asset.)

Additional Issues

Parking

Parking has become one of the most difficult issues to overcome in developing infill sites. Projects' ultimate users—residents, tenants, and retail patrons—will demand parking, though the exact amount varies. Retailers traditionally expect parking for their customers—suburban shopping centers typically have four parking spaces for every thousand feet of retail space. However, the extraordinary success of retail locations such as NW 23rd and 21st Streets, the Pearl, and Hawthorne Boulevard, has clearly demonstrated that retail with on-street rather than dedicated parking can perform extremely well. Suburban office users will want three to four spaces per thousand feet of office space. Medical office users insist on a minimum of eight spaces for every thousand feet of office space. Developers will typically want to have at least one parking space for every housing unit.

While parking is an important consideration in each of these uses, parking requirements for housing are less than others on a per-square-foot basis. Thus, urban density housing projects are usually easier to fit into infill sites than large retail, office, or medical office projects.

Parking cars takes up considerable space if surface parking is used to satisfy the parking requirement. Structured parking allows for a higher density of cars without sacrificing valuable square footage, but is extremely expensive to build. Building structured parking can cost between \$25,000 and \$35,000 per stall. Likewise, while an underground parking garage may be a great way to solve parking requirements for the site, it is usually prohibitively expensive, particularly outside the urban core.

The ultimate development program must accommodate both the use and the associated parking requirements to be successful. The development solution must take into account the cost of parking in order to attract a developer to build the proposed project.

Construction Costs

Construction costs dramatically rose from the early 2000s to 2007. While they have abated some since 2007, construction costs are still high relative to the final value of finished structures, when compared to the cost to value ratio in 2000. Wood frame construction is the most affordable construction type, though seismic codes have increased wood frame construction costs in the Portland area since 2000. Greater densities of building types require more expensive building types. The Portland zoning code allows for five stories of wood frame housing. Over that height, steel or concrete structures must be used, which are significantly more expensive to build. Hence, the development program must consider the higher cost of larger building structures in evaluating the potential success of such a project.

In addition, there are numerous cost premiums associated with mixed use development. Firewall separation between the commercial and residential elements is often the most costly, though other line items also add up, including higher design and construction costs, structural elements, elevators, plumbing and sprinkler systems, etc.

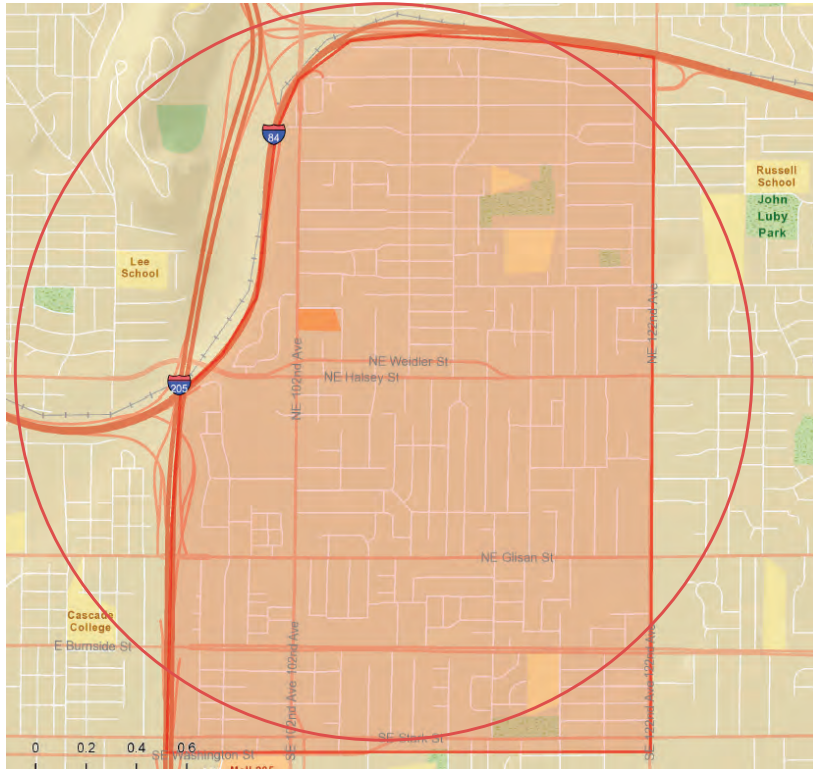


Two-tiered parking deck at Russellville Commons.

Appendix: Market Areas

Several different market areas were used to generate the data displayed in this report. The two predominant areas (shown below) are the Gateway primary market area, and a circle with a one mile radius centered on the project site. However, others were used depending on the type and extent of data available from various public and private sources. While neither area shown below exactly matches the boundaries of the Gateway urban renewal area, these areas more closely reflect the demographic and real estate market conditions affecting the site, and thus are more useful in evaluating the area’s prospects. Both of these areas are referred to as “Gateway” in the report text for the sake of simplicity. The table below shows the data types presented above, and the corresponding market areas.

**Figure 8: Market Areas:
Gateway Primary Market Area and One Mile Radius from Project Site**



Source: ESRI, Leland Consulting Group.

Data type	Area
Demographics	Primary market area
Home sales	1 mile radius primarily; emphasis on projects and sales closest to the project site. The RMLS "NE Portland" home sales market area (also cited) is a large area that extends from N. Williams St. to Gresham, and E. Burnside St. to the Columbia River.
Apartment data	Property survey by project team with emphasis on data in primary market area; Norris & Stevens’ “Portland Outer Eastside” area was also used, which encompasses the City of Portland from I-205 to the Gresham border.
Office and retail markets	1 mile radius; emphasis on data generated on commercial streets closest to the project site.

Appendix B - Traffic Analysis

Memorandum

To: Jon Dykhuizen
CC: Carol Mayer-Reed, Rob Bernstein
From: Joe Walsh
Date: 8/16/10
Re: Gateway Park Project – Task 1 Report

As part of the preliminary work on the project, Rob Bernstein and I have evaluated applicable transportation plans and policies, capital improvement plans and traffic and transit operations in the study area. Rob has prepared a traffic analysis report, which is attached.

In summary, we found that:

- *There is no transportation policy direction from Metro or The City of Portland of a specific nature that would significantly influence this project.*
- *There are no significant planned transportation capital projects in the 5 year horizon in the project area.*
- *The project area has good bus service on the Halsey - Weidler couplet.*
- *There don't appear to be significant capacity, safety or parking issues in the project area; however, volumes and speeds on the couplet are fairly high, and pose a potentially significant barrier to access to the site from the north.*

Transportation Policies

Metro's 2040 Plan designates Gateway as the only Regional Center in Portland and the project area is within the designated Regional Center. The 2040 plan generally calls for increased density in Regional Centers, and for additional open space. However, the Regional Transportation Plan, Metro's governing policy and project document for transportation does not indicate any projects in the study area, nor does it provide policy prescriptions for this type of development.

The City's Transportation System Plan provides the overall transportation policy guidance for this area. One component of that document, the Gateway Streets Master Plan establishes the basis for further development of the area's street system. (Figure 1). The Master Plan identifies extension of NE Clackamas between 106th and 107th as a potential "infill" project to increase connectivity in Gateway. Informal conversations with Transportation staff indicate that to the extent that if the park plans preclude extension of NE Clackamas, and the park plans have local support, Transportation could be expected to support the park project.

Capital Improvements – The City of Portland Bureau of Transportation's 2011 – 2015 Capital Improvement Program (CIP) does not include any projects in the study area. However, there are several smaller generic projects targeting livability, bike and pedestrian improvements, and safety that may offer funding opportunities once the project is further defined.

Transit Service - TriMet lines 23 and 77 are located on the couplet. Line 23 provides local, lower frequency service between the Gateway Transit Center and 148th and Sandy. Weekday service is approximately hourly between 7AM and 7PM, and there is no weekend service. Line 77 runs between downtown Portland and Troutdale, serving Lloyd Center, Hollywood Transit Center, Providence, the 82nd Avenue Transit Center among other destinations. Weekday service is approximately every 15 minutes, with weekend service at approximately 30 minute intervals.

Traffic Analysis – Rob's full report is attached. Briefly, the purpose of the traffic analysis was to provide information and guidance for the development of alternatives for the site. The main conclusions of the analysis are that: 1) Traffic flows on Halsey and Weidler create a significant barrier between project site and neighborhoods to north, and 2) The park plan should incorporate provisions for safe pedestrian/bicycle crossings of Weidler and Halsey at one or more appropriate locations.

Other key findings from the Traffic Analysis include:

- *Volumes on the couplet (approximately 15,000 vehicles per day are lower than on many other arterials in the area.*
- *There is relatively high use of the couplet off-peak and on weekends.*
- *Speeds are relatively high on the couplet, and are slightly lower on Halsey*
- *There is no significant accident history in the area.*
- *Speeds, volumes and accident history would not rise to the level of meeting traffic signal warrants based on existing conditions.*

August 2, 2010

TO: Jon Dykhuizen, Mayer/Reed
Joe Walsh, Joe Walsh Consulting

SUBJECT: Gateway Park (GWP) Traffic Analysis

This Traffic Analysis Memorandum contains an analysis of the transportation implications of the Gateway Park development. Because the proposed park is surrounded by residential neighborhoods and local streets on its east, west, and south sides, the traffic analysis focuses on the Halsey–Weidler one-way couplet on the north side of the park.

PURPOSE

The purpose of this report is to provide for informational purposes an analysis and evaluation of the potential traffic impacts and implications of a likely Gateway Park (GWP) development scenario, and to provide a basic understanding of the impacts and opportunities associated with the park and surrounding development. The results of the analysis and evaluation are not intended to provide documentation of a specific development/redevelopment plan for the GWP; rather they are intended to provide information and guidance for the continued development of such a plan.

EXISTING CONDITIONS ANALYSIS

The existing conditions analysis focused on traffic conditions affecting park access on its north side, including daily traffic volumes on Halsey and Weidler; intersection volumes at key Halsey local cross-streets; traffic speeds and traffic gaps on Halsey and Weidler; and traffic accident history on Halsey and Weidler.

Street Network and Traffic Control

The GWP site is surrounded by residential neighborhoods and local streets on its east, west, and south sides, and on the north side by the Halsey–Weidler one-way couplet. Halsey and Weidler are classified by the City of Portland Transportation systems Plan (TSP) as Major City Traffic Streets, Transit Access Streets, City Bikeways, City Walkways, Minor Truck Streets, and Major Emergency Response Streets. These classifications mean that Halsey and Weidler serve as primary thoroughfares for automobile, bicycle, pedestrian, and emergency services traffic, while also accommodating transit and trucks.

The Halsey–Weidler intersections at 1022nd Ave and 110th Ave are signalized. All sidestreets and driveways between those two intersections are stop-sign-controlled.

Traffic Data Collection

Several types of traffic data were collected for the GWP traffic analysis:

- 24-hour traffic volume, speed, and gap counts were made on Halsey and Weidler at 106th Ave on Wednesday–Saturday, July 7–10.
- P.M. peak period intersection turning/through movement counts (TMCs) were made at the Halsey intersections at 103rd, 104th, 106th, and 108th on Thursday, July 9.
- Accident data for Halsey and Weidler between 102nd and 111th was obtained from the Oregon Department of Transportation for the most recent 3-year period for which complete data was available (2006-2008).

Traffic Volumes

Daily traffic volumes on Weidler for Thursday–Saturday July 9–10 were 14,100, 14,700, and 11,900, respectively. On Halsey, daily traffic volumes for the same dates were 14,900, 15,400, and 12,200. For purposes of comparison to a typical two-way arterial (Major City Traffic Street), the combined east+west volumes were 29,000, 30,100, and 24,100.

Although volumes on Halsey and Weidler individually are less than other area arterials (e.g., 102nd Ave and 122nd Ave), they still are a heavily-traveled arterials that form a potentially-formidable barrier to park access to/from neighborhoods to the north, as well as to users of westbound transit services on Weidler, all of whom must cross both Halsey and Weidler enroute to/from the park.

The time-of-day distribution of traffic on Halsey and Weidler are shown in **Figure 1**. In addition to showing pronounced peaks (westbound in the a.m. on Weidler, and eastbound in the p.m. on Halsey), Figure 1 also shows significant traffic use of Halsey and Weidler throughout the day and on weekends.

TMCs and pedestrian crossing volumes are shown in **Figure 2**. The Figure shows that the volumes of pedestrians and traffic turning onto and off of neighborhood sidestreets currently are modest.

Speeds

Speed analysis results are compiled in **Table 1**. As illustrated by the analysis results, 85th percentile speeds on both Halsey and Weidler exceed the 35-mph speed limit by approximately 5 mph. Speeds on Halsey are lower due to the greater traffic friction caused by greater activity at Halsey sidestreets and driveways (turns in and out) and greater use of on-street parking on Halsey. Speeds also affect traffic gaps, which are discussed in a subsequent section.

Figure 1: Halsey–Weidler 2010 Time-of-Day Traffic Distribution

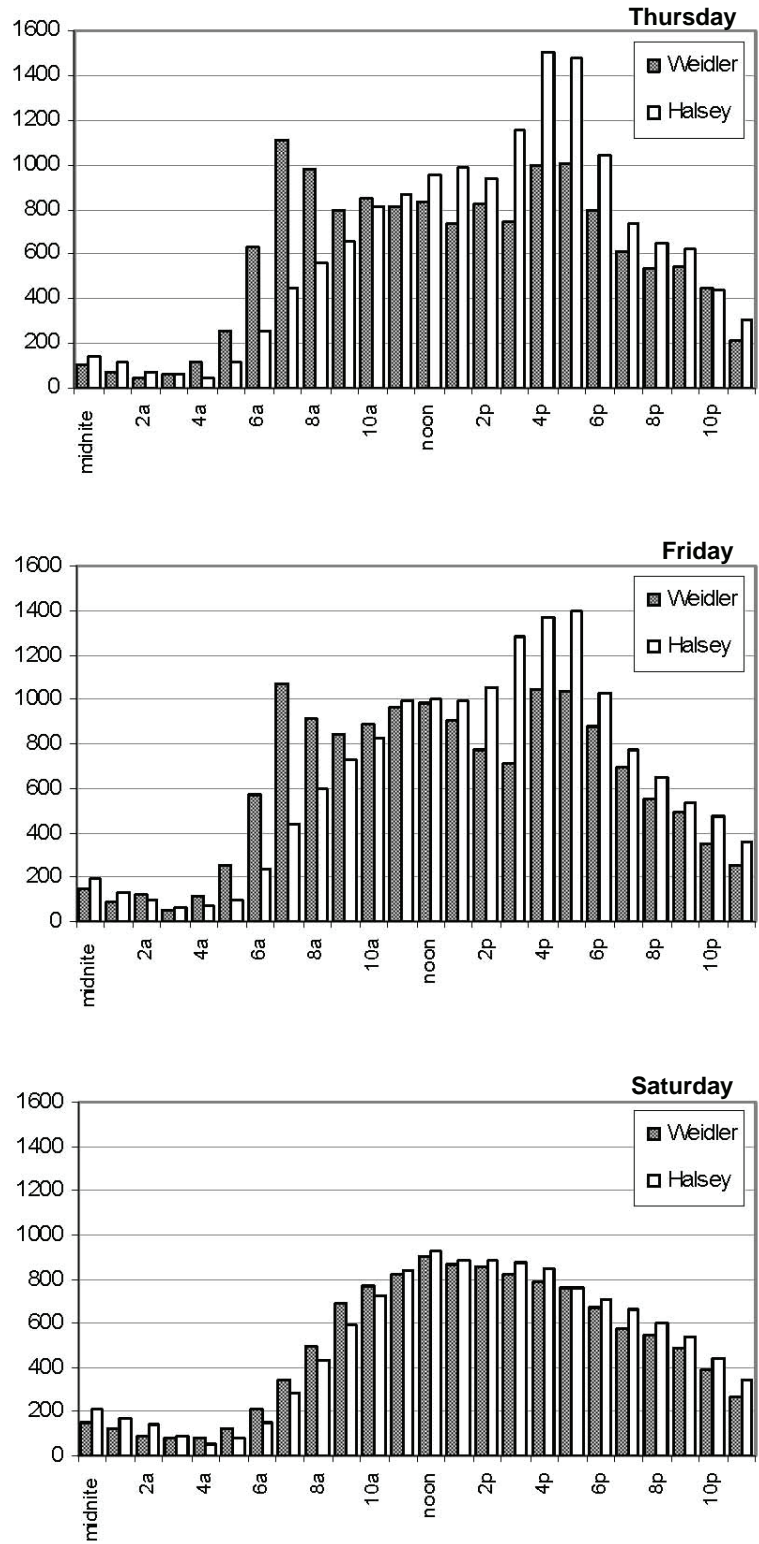


Figure 2: 2010 P.M. Peak Hour Traffic and Pedestrian Volumes



Table 1: Speeds
85th Percentile Speed^{a)}

Date	Weidler St (Westbound) at 106th	Halsey St (Eastbound) at 106th
Thu July 8	40 mph (8% under 15mph)	39 mph (3% under 15mph)
Fri July 9	40 mph (14% under 15mph)	39 mph (3% under 15mph)
Sat July 10	41 mph (19% under 15mph)	39 mph (4% under 15mph)

a) 85th %ile speed is the speed at or under which 85% of motorists travel. This is the so-called “safe speed” which is used as the basis for evaluating speed limits and speed-dependent roadway design and traffic control elements.

b) Speeds under 15 mph indicate the presence of turning and parking activity.

Gap Analysis

Gap analysis results are compiled in **Table 2**. As illustrated by the analysis results, existing traffic volumes significantly limit pedestrians’ and bicyclists’ ability to cross Halsey and Weidler at unsignalized locations (i.e., everywhere other than 102nd and 110th). On both Halsey and Weidler, “usable gaps” (i.e., the time required for a pedestrian to decide to cross the roadway and then make it to the other side without requiring motorists to slow or stop) for curb-to-curb crossings are available for less than 10 minutes of the weekday p.m. peak hour, and less than 12 minutes of the weekend peak hour. Conditions are similar for the weekday noon peak. The availability of usable gaps would increase only slightly for crossings of the travel lanes only (i.e., with the provision of curb extensions through the parking lanes on both sides of the street).

This condition impacts people enroute to/from GWP from neighborhoods north of Weidler and all westbound buses on Weidler.

Traffic Accidents

Traffic accident records for Halsey and Weidler through the study area (102nd – 111th) were provided by the Oregon Department of Transportation for the three-year period from 2006 through 2008. These accident records are compiled and summarized in **Figure 3**. Review and evaluation of the accident records indicate that with one notable exception, all study area intersections experienced fewer than 2 accidents annually; 102nd/Halsey, the “notable exception,” experienced nearly five accidents annually. None of these intersections meet the traffic safety warrant for traffic signal installation, which is five accidents per year.

Table 2: Gap Availability for Pedestrians

curb-to-curb crossing

Time Period	Weidler St (Westbound) at 106th		Halsey St (Eastbound) at 106th	
	number of usable gaps ^{a)}	total usable gap time ^{b)}	number of usable gaps ^{a)}	total usable gap time ^{b)}
Thu July 8				
Noon peak	24	23 min	29	10 min
P.M. peak	33	9 min	15	<5 min
Fri July 9				
Noon peak	22	8 min	23	8 min
P.M. peak	30	5 min	9	<5 min
Sat July 10				
Afternoon peak	35	12 min	28	9 min

crossing of travel lanes

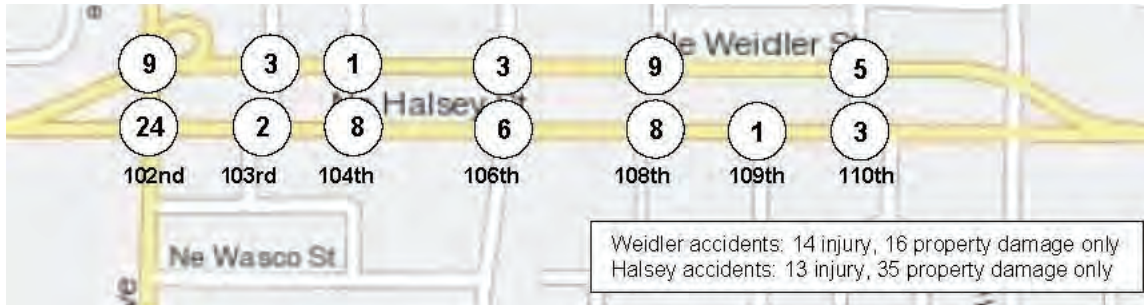
Time Period	Weidler St (Westbound) at 106th		Halsey St Eastbound) at 106th	
	number of usable gaps ^{a)}	total usable gap time ^{b)}	number of usable gaps ^{a)}	total usable gap time ^{c)}
Thu July 8				
Noon peak	27	24 min	43	13 min
P.M. peak	33	9 min	28	<5 min
Fri July 9				
Noon peak	33	10 min	34	10 min
P.M. peak	44	8 min	19	<5 min

a) "Usable Gap" is a gap that exceeds the time required for a pedestrian to decide to cross the roadway and then make it to the other side. For a curb-to-curb crossing (40 ft), the minimum usable gap was computed to be 14 sec: 3 sec of perception/reaction time, plus 11 sec needed to cross 40 ft curb to curb at an average walk speed of 3.5 fps (feet per second)

b) "Total Usable Gap Time" is the sum of all the usable gaps, as defined above.

c) "Usable Gap" is a gap that exceeds the time required for a pedestrian to decide to cross the roadway and then make it to the other side. For a crossing of the travel lanes (30 ft), the minimum usable gap was computed to be 14 sec: 3 sec of perception/reaction time, plus 11 sec needed to cross 30 ft of travel lanes at an average walk speed of 3.5 fps (feet per second)

**Figure 3: Accident History, 2006-2008
(NE Halsey St and Weidler St, 102nd Ave –110th Ave)**



Source: Oregon Department of Transportation, July, 2010

Findings and Recommendations

- Traffic flows on Halsey and Weidler create a significant barrier between the proposed GWP and (1) the neighborhoods north of Weidler St, and (2) users of westbound bus service on Weidler. All of these people – whether driving, on foot, or on bicycle – must cross both Weidler and Halsey enroute to and/or from the park.
- The park plan should incorporate provisions for safe pedestrian/bicycle crossings of Weidler and Halsey at one or more appropriate locations.

Appendix C - Public Outreach

Overall Project Goals	Potential Park Elements & Characteristics	Potential Building / Development Elements & Characteristics	Identity Characteristics of Gateway
<p>(# votes) 31</p> <p>Promote public safety throughout the park and development.</p> <p>Encourage safe and convenient street crossings.</p> <p>Design the park for use by all age groups, with particular focus on youth and elderly persons.</p> <p>Maximize visibility and provide "eyes on the park" through the relationship of components and sightlines.</p>	<p>(# votes) 33</p> <p>Children's play area</p> <p>33</p> <p>Skateboarding</p> <p>33</p> <p>Farmer's market</p> <p>28</p> <p>Interactive fountain or water feature</p> <p>26</p>	<p>(# votes) 43</p> <p>Café or coffee shop with healthy food opportunities</p> <p>32</p> <p>Provide eyes on the park</p> <p>30</p> <p>Green technology</p>	<p>(# votes) 32</p> <p>Stands of mature Douglas-fir trees</p> <p>30</p> <p>Family friendly</p> <p>29</p> <p>Gateway arches (formerly located on Halsey at Fred Meyer entrance)</p>
<p>16</p> <p>Incorporate elements of nature in the park design.</p> <p>15</p> <p>Incorporate elements that promote healthy lifestyles and fitness.</p> <p>12</p> <p>Make the park appealing to a broad range of users.</p> <p>12</p> <p>Provide flexible use spaces that accommodate a number of activities.</p> <p>12</p> <p>Demonstrate and achieve green design principles and sustainability and be an important part of the Gateway EcoDistrict.</p>	<p>(# votes) 16</p> <p>Flexible uses that can vary by time of day and season</p> <p>14</p> <p>Comfortable seating</p> <p>14</p> <p>Basketball court</p> <p>13</p> <p>Multi-generational activities</p> <p>11</p> <p>Loop trails</p> <p>10</p> <p>Natural elements</p> <p>10</p> <p>Recreation facilities</p>	<p>(# votes) 19</p> <p>Create jobs</p> <p>18</p> <p>Space for interaction</p> <p>17</p> <p>Generator of activity</p>	<p>(# votes) 18</p> <p>Multi-generational</p> <p>16</p> <p>Multi-cultural</p> <p>15</p> <p>Transportation hub and center of convergence</p> <p>12</p> <p>Views of Mt. Tabor, Rocky Butte, Mt. St. Helens, Mt. Hood</p> <p>10</p> <p>Agrarian history of area, including orchards and dairies</p>
<p>7</p> <p>Capitalize on potentials for the park and development to become catalysts for neighborhood growth.</p> <p>7</p> <p>Complement the needs of surrounding businesses.</p> <p>7</p> <p>Create a healthy public open space that celebrates the diverse cultures of Gateway.</p> <p>5</p> <p>Maximize connectivity to multi-modal transportation systems.</p> <p>4</p> <p>Design the park and private development to complement each other.</p> <p>4</p> <p>Meet all federal and local accessibility standards.</p> <p>3</p> <p>Promote and reinforce the identity of Gateway.</p> <p>3</p> <p>Library</p>	<p>(# votes) 9</p> <p>Group and individual picnic facilities</p> <p>9</p> <p>Flexible performance space (free concerts, symphony)</p> <p>9</p> <p>No skateboard park</p> <p>8</p> <p>Dog park</p> <p>8</p> <p>Community Garden</p> <p>7</p> <p>A focal point in the community</p> <p>6</p> <p>A neighborhood "living room"</p> <p>6</p> <p>Concrete ping-pong</p> <p>6</p> <p>Library</p> <p>4</p> <p>Nature play</p> <p>4</p> <p>Drinking fountain</p> <p>4</p> <p>Frisbee golf</p> <p>3</p> <p>Open air cinema</p> <p>3</p> <p>Pickleball</p>	<p>(# votes) 9</p> <p>Halsey street frontage</p> <p>7</p> <p>Successful / vibrant retail component</p> <p>7</p> <p>Residential uses</p> <p>6</p> <p>Support surrounding retail</p> <p>5</p> <p>Economically viable</p> <p>4</p> <p>Shared lease space</p> <p>4</p> <p>Landmark structure: visual cue</p> <p>4</p> <p>Bookstore</p> <p>4</p> <p>Balance commercial use w/ a non-profit</p> <p>3</p> <p>Incubator space</p> <p>3</p>	<p>(# votes) 5</p> <p>Columbia Gorge, including its recreation and geology</p> <p>3</p> <p>High point of three watersheds: Willamette River, Johnson Creek, Columbia River Slough</p> <p>2</p> <p>Missoula flows geologic features</p> <p>2</p> <p>Wind</p>



Key Stakeholder Meetings by Phase:

Project Goals, Identity, Program

- CAC #1 – June 10, 2010
- Open House #1 – June 22, 2010
- CAC #2 – July 8, 2010
- TAC #1 – July 22, 2010

Draft Development Alternatives

- PAC #1 – September 15, 2010
- CAC #3 – September 16, 2010
- Open House #2 – September 23, 2010
- TAC #2 – September 30, 2010

Preferred Alternative

- CAC #4 – November 9, 2010
- PAC #2 – November 17, 2010
- TAC #3 – November 18, 2010
- Open House #3 – November 18, 2010

Master Plan/ Design Report

- CAC #5 – December 16, 2010