

The Oregonian

23,000 new apartments and condos projected for downtown. Where will they go? Portland City Hall Roundup

By Brad Schmidt
August 14, 2014

The number of apartments and condos in Portland's downtown core is projected to double over the next 20 years, adding about 23,000 new housing units, according to a new report from city planners.

The projections are included as part of a West Quadrant Plan, which breaks Portland's west-side core into seven districts.

Much of the city's recent downtown housing growth has come from the relatively blank canvasses of the Pearl District and the South Waterfront.

Those areas are projected to handle many of Portland's downtown newcomers, too.

Overall, the city is projected to add about 112,000 housing units during the next 20 years, with one out of every five in the west-side city core.

Here's a quick look at the numbers, by downtown district, comparing 2010 numbers to 2035 projections:

Downtown:

Housing: 1,900 rising to 4,400 – increase of 2,500.

Jobs: 47,700 rising to 54,800 – increase of 7,100.

West End:

Housing: 3,400 rising to 6,400 – increase of 3,000.

Jobs: 6,850 rising to 8,850 – increase of 2,000.

Goose Hollow:

Housing: 3,500 rising to 6,500 – increase of 3,000.

Jobs: 4,800 rising to 6,800 – increase of 2,000.

Pearl District:

Housing: 5,300 rising to 10,300 – increase of 5,000.

Jobs: 10,600 rising to 14,600 – increase of 4,000.

Old Town Chinatown:

Housing: 2,200 rising to 4,200 – increase of 2,000.

Jobs: 5,700 rising to 8,700 – increase of 3,000.

South Waterfront:

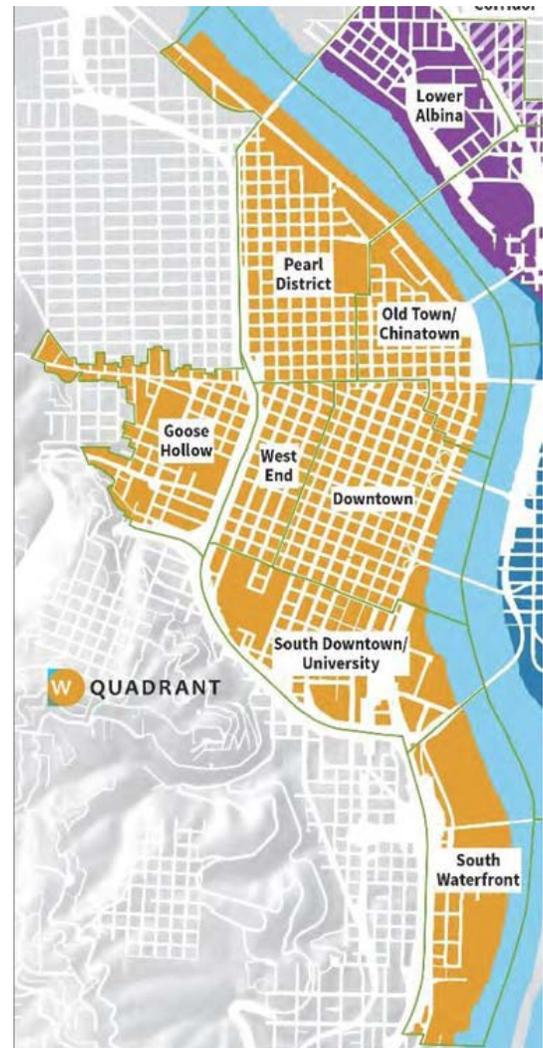
Housing: 1,300 rising to 5,800 – increase of 4,500.

Jobs: 1,600 rising to 11,600 – increase of 10,000.

South Downtown/University District:

Housing: 3,100 rising to 6,100 – increase of 3,000.

Jobs: 10,500 rising to 13,500 – increase of 3,000.



City should unload a few nonworking assets: Editorial Agenda 2014

*By The Oregonian Editorial Board
August 14, 2014*

This week Portland city councilors heard a presentation that in most settings would be as compelling as paint drying on the wall. But the proposal by Commissioner Nick Fish that the city's Bureau of Environmental Services sell off a pair of properties and pocket the cash represents an act of financial discipline that will, if undertaken, serve utility ratepayers and all Portlanders who care about accountable bookkeeping in government. It will also open the properties to private investment that could help stir the local economy.

Later this month, the proposal to declare the properties as surplus to be sold on the open market will come to a vote, and the council should issue an unequivocal Yes.

The properties were purchased by the city years ago in connection with construction of the combined sewer overflow project known as Big Pipe, the buried \$1.4 billion conveyance that captures stormwater. Big Pipe is complete and has cut by more than tenfold the release of raw sewage into the Willamette River, but the city's properties, no longer essential to it, lay dormant and unproductive. In business, the parcels would probably be called dogs; as public sector assets, however, they're more like cement boots.

The larger of the two properties, nearly 16 acres at 2400 NW Front Avenue, is commonly known as Terminal 1 and boasts frontage on the Willamette just north of the Fremont Bridge, in Portland's Northwest Industrial District. It was used as a staging area for Big Pipe. The site features a 96,000-square-foot warehouse and could, of course, be spiffed up and accommodate trucking at its many loading docks. But it neighbors residential units to the south and also could, with a zone change from its present heavy industrial designation, be developed to continue the press northward of riverfront housing. Those and other choices are well ahead. But Terminal 1's current ballpark market price of \$7.9 million represents real money that can go straight to the BES construction fund. There, the value of the property would be available as a liquid asset for the public's benefit, ready to blunt the sting of the city's next capital need.

The second parcel, known as the Pope property, is a half-acre gravel lot situated at NW Nicolai Street and NW 22nd Place. Significantly, it was among several sites viewed earlier this year by the city as a candidate property for the relocation of the Right 2 Dream Too homeless camp. But Fish at the time sought to remove any BES properties from such consideration – another act of discipline in his struggle to align actions and transactions of the city's water and sewer bureaus with their narrow missions of furnishing water and carrying waste to a treatment plant. The Pope parcel has an estimated value of about \$789,000 – a pittance in the larger scheme of things but more than pocket change that belongs to the public and should be immediately available on the public's behalf.

Back in 2012, Fish triggered outcry from Southwest Portland neighbors over a tiny, .7-acre Water Bureau parcel the agency was no longer using but selling to a developer. The current plan to sell BES land has little in common with that contested site, however, especially in the stepped process to place them on the market: The properties cannot be deemed surplus without their availability first made known to other city bureaus; Metro; Multnomah, Washington and Clackamas counties; and the state of Oregon. With no takers, the properties are then available for sale on the open market – as long as commissioners say Yes.

The most value the sites have to Portlanders now is in their immediate sale and thoughtful development: cash in the first instance and economic growth in the second. Their designation as surplus available to buyers almost lends meaning to the shopworn refrain, win win.

The Portland Tribune

Novick: No new street fee, yet

*By Jim Redden
August 14, 2014*

Mayor Charlie Hales and Transportation Commissioner Steve Novick have not thrown their weight behind any new street fee proposals, even though several additional ideas are under discussion.

The three workgroups working on the fee have been briefed or received materials on a number of options in recent days. They include a progressive income tax on city residents and a maximum \$135 a month fee on Portland businesses. Another idea has the city spending some of its general fund money on street maintenance and safety projects.

The ideas were put on the table by Portland Chief Administrative Officer Officer Fred Miller, who is facilitating the discussions.

"Charlie and I and PBOT (Portland Bureau of Transportation) staff and Fred, as the convener of work groups, have put some new concepts on the table for the groups to look at, but we have made it clear that none of them is 'our new proposal' -- at this point we are just pointing to alternatives that the groups might want to think about," says Novick.

Novick says he is willing to consider new options if the workgroups support them, however.

"I thought the income tax was something the needs and funding advisory group might be interested in, because several members had in the past expressed concerns about the regressivity of the street fee - and the latest poll suggested that some forms of the income tax might actually be more palatable to Portlanders than the street fee. But we are committed to letting the working groups work for a while before there's any new 'Hales / Novick proposal,'" says Novick.

Novick says he and Hales still hope the City Council will vote on the fee -- formally called the Transportation User Fee -- in November. But he is not predicting what it will include.