

North Macadam Transportation

(Continued from Page 1)

velopment Commission said that her agency planned to dedicate 80 percent of North Macadam Urban Renewal funds to transportation projects.

When City Commissioner Nick Fish questioned whether the projected funds would in fact be available given the current economic down turn, Moyle said the projects were "very conservative" and based on "what's in the ground and what's in the pipeline." She conceded that the current budget calls for \$10 million dedicated to Milwaukie Light Rail, leaving a \$20 million funding gap for this part of the route.

Adams said, "We're working to come up with the last \$20 million. We're not there yet, but one-third of it is a major step forward." He said that adding additional tax increment funding is "still on the table," but that a new Local Improvement District assessment against local property owners is not.

PDOT's Kathryn Levine presented the project's new SDC charge schedule, which the City hopes will raise \$18 million. It would raise the assessment for new administrative office developments from the present \$2.80 per square foot to \$5.32, for medical offices from \$7.38 per square foot to \$14.14, and for condominiums from \$1,375 per unit to \$2,716.

Asked about the impact of the recession on development, and therefore on

SDC revenues, PDOT's Randy Young said that the \$18 million figure was "a twenty-year projection. While we're in a terrible patch now, we have always recovered in the past, and we expect to recover again. We expect projects to slow down, then rebound. SDCs create a quality infrastructure that attracts development."

Bill Danneman, Lee Buhler and Thomas Naguchi of the South Portland Neighborhood Association, and Don Baack of the Hillsdale Neighborhood Association, all spoke in favor of the program. Danneman called the projects "long overdue." Buhler said that walking and biking to downtown from the close-in neighborhood would be attractive if the route was easier and safer; he also said that the project had changed due to public input received.

President David Schleich led a contingent from the National College of Natural Medicine all praising the plan and calling for its speedy implementation. Schleich said that the college planned to expand the campus at 049 S.W. Porter St., relocate a satellite clinic there, and increase enrollment to 1,000 students. However, he said, "Traffic is a huge issue" that makes access to the campus "difficult and dangerous."

Another representative, Marty Loomis, said that "students are risking their safety" to come by foot or transit, that there is "no ADA access (for the disabled) without driving," and that a foot bridge across Southwest Naito Parkway from the Lair Hill neighborhood is "hazardous even for able-

bodied walkers."

The only negative comment came from Bob Durgin, representing the Zidel Company, industrial property owners in the district. "There is no basis in reality that this will ever be funded," he declared.

According to Durgin, there would need to be \$1 million worth of new development to generate the funding for the light rail improvements alone. "You don't understand what you're doing," he told the City Council. Asked by Fish whether he feared there would be new "asks" from property owners such as Zidel, Durgin replied, "It's implicit."

Despite this, Fish joined the rest of the City Council in voting for the plan, saying, "I'm satisfied I have enough information for an informed vote." Of the plan he said, "I've come to appreciate the Portland way of doing planning. It's lengthy and inclusive. As a document, it's superb."

City Commissioner Amanda Fritz said she was reassured by the testimony, saying, "These citizen experts, who followed the plan since it started, would tell us if there was cause for alarm. I'm particularly pleased to see the prioritization; we understand we can't fund all of this at once." Adams told Pearce, "This was a hard project, but you made it look easy."

Tri-Met Hearing

(Continued from Page 1)

than in those cities," said Judy Stewart, who rides the #55 bus line to work at OHSU.

Barbara Rowland, a Southwest resident who does not drive, testified that eliminating night and weekend bus service in her area is "like house arrest. You can go places, just as long as it's before 7:30pm and not on a weekend."

After three hearings and a call for comments on the TriMet website, the TriMet Board of Directors will meet again on April 22 for final revisions before service changes go into effect on September 20. Hansen said that as soon as mid-May the agency will be assessing whether further cuts are needed, which would go into effect in December.

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