

ANNOTATED MINUTES

Tuesday, February 1, 1994 - 9:00 AM - 11:00 AM
McMenamins Edgefield - Ballroom
2126 SW Halsey
Troutdale, OR

BOARD BRIEFINGS

- B-1 Briefing and Update on the Columbia Gorge Gateway Recreational Transit-Oriented Development Project.

TOUR AND HISTORY OF McMENAMINS EDGEFIELD FACILITY PROVIDED. TERRY COOK, DON LLOYD, EDWARD STARKIE AND DONALD STASTNY PROVIDED PRESENTATION AND RESPONSE TO BOARD QUESTIONS REGARDING A PROPOSED TOURISM AND TRANSPORTATION CENTER ON MULTNOMAH COUNTY PROPERTY LOCATED IN TROUTDALE NEAR McMENAMINS EDGEFIELD PROPERTY. BOARD CONSENSUS TO ALLOW FURTHER EXPLORATION OF POSSIBLE FUNDING AND LAND ACQUISITION OPTIONS WITH COUNTY STAFF FROM THE FINANCE DIVISION AND FACILITIES AND PROPERTY MANAGEMENT DIVISION.

Thursday, February 3, 1994 - 9:30 AM
Multnomah County Courthouse, Room 602

REGULAR MEETING

Chair Beverly Stein convened the meeting at 9:30 a.m., with Vice-Chair Tanya Collier, Commissioners Sharron Kelley, Gary Hansen and Dan Saltzman present.

CONSENT CALENDAR

UPON MOTION OF COMMISSIONER KELLEY, SECONDED BY COMMISSIONER HANSEN, THE CONSENT CALENDAR, (ITEMS C-1 AND C-2) UNANIMOUSLY APPROVED.

NON-DEPARTMENTAL

- C-1 In the Matter of the Appointments of Candace Beck and Efrain Diaz-Horna to the METROPOLITAN ARTS COMMISSION
- C-2 In the Matter of the Appointment of Kathleen Todd to the CITIZEN INVOLVEMENT COMMITTEE, Term Ending January 30, 1996

REGULAR AGENDA

DISTRICT ATTORNEY

- R-1 *Budget Modification DA 8 Requesting Authorization to Appropriate \$1,656 Additional Victims of Crime Act (VOCA) Grant Revenue to Fund Additional Staff Hours*

COMMISSIONER KELLEY MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF R-1. TOM SIMPSON PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BUDGET MODIFICATION DA #8 UNANIMOUSLY APPROVED.

DEPARTMENT OF COMMUNITY CORRECTIONS

- R-2 *Ratification of an Intergovernmental Agreement, Contract #900494, between Multnomah County Department of Community Corrections and the City of Portland, Bureau of Housing and Community Development to Fund up to \$31,000 to Provide Intensive Supervision for Domestic Violence Offenders, for the Period July 1, 1993 through June 30, 1994*

COMMISSIONER KELLEY MOVED AND COMMISSIONER COLLIER SECONDED, APPROVAL OF R-2. MICHAEL HAINES PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. AGREEMENT UNANIMOUSLY APPROVED.

- R-3 *Budget Modification DCC 6 Requesting Authorization to Increase Revenue for the City of Portland for the Domestic Violence Grant and Decrease State Sanctions and Services Revenue in the West District*

COMMISSIONER KELLEY MOVED AND COMMISSIONER COLLIER SECONDED, APPROVAL OF R-3. MICHAEL HAINES PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BUDGET MODIFICATION DCC #6 UNANIMOUSLY APPROVED.

CHILDREN AND FAMILIES SERVICES DIVISION

- R-4 *Ratification of an Intergovernmental Agreement, Contract #104634, between Multnomah County Housing and Community Services Division and the Portland Development Commission to Provide \$3,245 in Weatherization Renovation Funding for the Dresden Apartments Project, for the Period Upon Execution through June 30, 1994*

COMMISSIONER SALTZMAN MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-4. TOM BRODBECK PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. AGREEMENT UNANIMOUSLY APPROVED.

DEPARTMENT OF HEALTH

- R-5 *Ratification of an Intergovernmental Agreement, Contract #201864, between Mt. Hood Community College and Multnomah County Department of Health to Provide Work Experiences for Health Occupation Education Program Faculty and Students to Attain a Portion of their Required Learning Experiences at County Worksites, for the Period Upon Execution through One Year for Date of Execution*

COMMISSIONER HANSEN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-5. JAN VLAHOS PRESENTED EXPLANATION AND RESPONSE TO BOARD QUESTIONS. AGREEMENT UNANIMOUSLY APPROVED.

- R-6 *First Reading of an ORDINANCE Amending MCC 5,10.350 by Revising the Emergency Medical Services (EMS) User Fees to be Paid by Licensees for Fiscal Year 1993-1994*


PROPOSED ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER COLLIER MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF FIRST READING. BILL COLLINS PRESENTED EXPLANATION. HEARING HELD, NO ONE WISHED TO TESTIFY. BOARD COMMENTS. FIRST READING UNANIMOUSLY APPROVED. SECONDED READING SCHEDULED FOR THURSDAY, FEBRUARY 10, 1994.

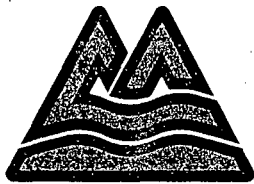
PUBLIC COMMENT

- R-7 *Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.*

There being no further business, the meeting was adjourned at 9:43 a.m.

**OFFICE OF THE BOARD CLERK
for MULTNOMAH COUNTY, OREGON**


Carrie A. Parkerson



MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK
SUITE 1510, PORTLAND BUILDING
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

BOARD OF COUNTY COMMISSIONERS		
BEVERLY STEIN •	CHAIR •	248-3308
DAN SALTZMAN •	DISTRICT 1 •	248-5220
GARY HANSEN •	DISTRICT 2 •	248-5219
TANYA COLLIER •	DISTRICT 3 •	248-5217
SHARRON KELLEY •	DISTRICT 4 •	248-5213
CLERK'S OFFICE •	248-3277 •	248-5222

AGENDA

MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

FOR THE WEEK OF

JANUARY 31, 1994 - FEBRUARY 4, 1994

Tuesday, February 1, 1994 - 9:00 AM - Board Briefing Page 2
McMenamins Edgefield - Ballroom
2126 SW Halsey
Troutdale, OR

Thursday, February 3, 1994 - 9:30 AM - Regular Meeting. Page 2

Thursday Meetings of the Multnomah County Board of Commissioners are taped and can be seen at the following times:

Thursday, 10:00 PM, Channel 11 for East and West side subscribers

Thursday, 10:00 PM, Channel 49 for Columbia Cable (Vancouver) subscribers

Friday, 6:00 PM, Channel 22 for Paragon Cable (Multnomah East) subscribers

Saturday 12:00 Noon, Channel 21 for East Portland and East County subscribers

INDIVIDUALS WITH DISABILITIES MAY CALL THE OFFICE OF THE BOARD CLERK AT 248-3277 OR 248-5222, OR MULTNOMAH COUNTY TDD PHONE 248-5040, FOR INFORMATION ON AVAILABLE SERVICES AND ACCESSIBILITY.

Tuesday, February 1, 1994 - 9:00 AM - 11:00 AM

McMenamins Edgefield - Ballroom
2126 SW Halsey
Troutdale, OR

BOARD BRIEFINGS

- B-1 *Briefing and Update on the Columbia Gorge Gateway Recreational Transit-Oriented Development Project. Presented by Don Lloyd, Terry Cook and Edward Starkie. 9:00 AM TIME CERTAIN, 2 HOURS REQUESTED.*
-

Thursday, February 3, 1994 - 9:30 AM

Multnomah County Courthouse, Room 602

REGULAR MEETING

CONSENT CALENDAR

NON-DEPARTMENTAL

- C-1 *In the Matter of the Appointments of Candace Beck and Efrain Diaz-Horna to the METROPOLITAN ARTS COMMISSION*
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PUBLIC COMMENT

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MEETING DATE: FEB 01 1994

AGENDA NO: B-1

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Columbia Gorge Gateway Recreational Transit-oriented Dev. Proj.

BOARD BRIEFING Date Requested: February 1, 1994

Amount of Time Needed: 9:00 AM to 11:00 AM

REGULAR MEETING: Date Requested: _____

Amount of Time Needed: _____

DEPARTMENT: Comms. Kelley & Collier DIVISION: Board

CONTACT: Joan Pasco

TELEPHONE #: 248-5217

BLDG/ROOM #: Portland - 1550

PERSON(S) MAKING PRESENTATION: Terry Cook, Don Lloyd, Ed Starkie

ACTION REQUESTED:

☒ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☐ APPROVAL ☐ OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

Meeting is scheduled at McMenamins Edgefield Manor from 9 AM to 11 AM
Board Briefing and summary attached
Directions attached

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

OR

DEPARTMENT MANAGER: _____

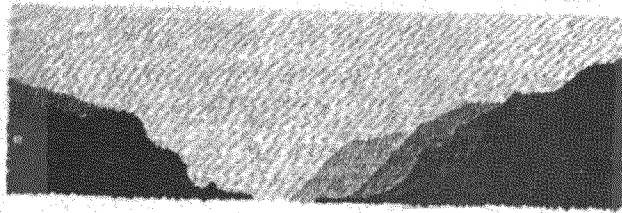
ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222

0516C/63

6/93

BOARD OF
COUNTY COMMISSIONERS
1994 JAN 10 PM 2:48
MULTNOMAH COUNTY
OREGON



COLUMBIA RIVER GORGE NATIONAL SCENIC AREA
USDA - FOREST SERVICE

VIRGINIA M. PUGH
Planning Team Leader

902 Wasco Avenue Hood River, Oregon 97031 (503) 386-2333

DONALD J. STASTNY AIA AICP

STASTNY ARCHITECTS PROFESSIONAL CORPORATION
813 SW ALDER • SUITE 200 • PORTLAND, OREGON 97205 • 503/227-3176 FAX 503/227-5019

LELAND CONSULTING GROUP



Edward H. Starkie
Principal

Real Estate Economics
Development Advisory Services
Project Management

325 Northwest 22nd
Portland, OR 97210
TEL 503.222.1600
FAX 503.222.5078

1155 Sherman #205
Denver, CO 80203
TEL 303.831.1616
FAX 303.831.6055

TANYA COLLIER
Multnomah County Commissioner
District 3



1120 SW Fifth St, Suite 1500
Portland, OR 97204
(503) 248-5217

M E M O R A N D U M

TO: Chair, Beverly Stein
Commissioner Gary Hansen
Commissioner Dan Saltzman

FROM: Commissioner Tanya Collier
Commissioner Sharron Kelley

DATE: January 19, 1994

SUBJECT: Board Briefing on February 1, 1994
Columbia Gorge Gateway Recreational
Transit-Oriented Development Project

Commissioners:

We are pleased to have been able to schedule the February 1, 1994 Board Briefing at McMenamins Edgefield. This will provide us an opportunity to tour the recently opened McMenamin complex and see, first hand, how they have transformed the former County "Poor" Farm into an up-scale, European-style lodging and dining facility.

The briefing material for the meeting is attached. The proposed project is sited on county owned land, just to the north of the McMenamin property.

Directions:

East on I-84 to Exit 16. (Wood Village - Fairview). Turn right (south) at the top of the exit ramp on 242nd to Halsey (the first traffic light). Turn left (east) on Halsey. The Edgefield-McMenamin entrance is on the right just past the Edgefield Children's Home. The Ballroom entrance is on the south side of the Main Building. Parking is available to the west and north of the complex.

**MULTNOMAH COUNTY COMMISSION BOARD BRIEFING
FEBRUARY 1, 1994 9:00 AM TO 11:00 AM**

MCMENANINS EDGEFIELD - BALLROOM

BRIEFING SUBJECT: THE COLUMBIA GORGE GATEWAY
RECREATIONAL TRANSIT-ORIENTED
DEVELOPMENT PROJECT

PRESENTERS: TROUTDALE CHAMBER OF COMMERCE
DON LLOYD
TERRY COOK
LELAND CONSULTING GROUP - EDWARD STARKIE

PROJECT OVERVIEW:

The Columbia Gorge Gateway Recreational Transit-Oriented Development Project brings together the tourism, recreation and transportation interests in East Multnomah County, the Columbia Gorge and Mt. Hood region. This development involves the construction of a "gateway to the gorge and mountain", a true intermodal transportation and tourism center. The center will serve as a magnet for Mt. Hood and Columbia Gorge visitors to "park and ride" to their recreational destination.

This is a visionary economic development proposal that, in concept, will create a magnet for visitors and development in East Multnomah County. It has the potential to illustrate a new style of development for tourism and recreation that allows for the future use of the Columbia Gorge and Mt. Hood while lowering the adverse impact of high numbers of automobile trips into these areas. The intent is to create a dispersal site for visitors arriving by rail, bus, personal auto, air, or river; accessing mass transit to carry visitors to their final destination. The concept incorporates access to multiple "people moving" entities, including light rail, AMTRAK, tour buses, tri-met, bicycles, helicopter tours, the Mt. Hood Railroad, ski and wind surfing buses, etc..

It is a project that is on the cutting edge of development in that it serves public goals through its information and transit orientation while looking to private commercial capital for the majority of its support. The commercial investment opportunities that will develop from the formation of such a tourism/transit center include: office complexes, commercial space for tour operators, stations for AMTRAK and the Mt. Hood Railway, retail space for a variety of specialty and sporting goods outlets, rental outlets for wind surfing bikes, skis, boats, and other recreational toys, food and restaurant sites, lodging, venue for music festivals and special events, a high-tech, virtual reality family entertainment complex, etc..

The concept plan was formulated with the help of a project team of the City of Troutdale, the Troutdale Chamber of Commerce, and the I-84 Corridor Association.

These entities generated funding for a feasibility study which encouraged them to move forward. A preliminary site choice which fits the criteria for the project is the old County farm site downhill (north) from McMenamins Edgefield Manor. The size of the site and its central location make it ideal as a transit hub for the area.

Troutdale and Gresham Area Chambers of Commerce

"Columbia Gorge Gateway Recreational Transit-Oriented Development Project"

How can the Multnomah County Board of Commissioners assist with this proposal?

1. Support in concept: Support for a multi-modal transit hub located on this parcel of land in Multnomah County. Understand the primary importance of maintaining the integrity of this parcel of land for this purpose.

2. Support for the partnership: Take a leadership role in the formation of a Community Development Corporation as the preferred vehicle to bring together stakeholders in the project.

3. Assign county staff to assist with the exploration of financial options. Many financial options exist which could bring this proposal to completion. Assistance and advice from Dave Boyer and others on the county financial team will be needed to find the best, most feasible approach.

4. Lend your influence, advocacy and visible support to the project. Projects of this nature bring high visibility to those providing leadership. Your own support and advocacy as well as that of key staff and administrators will build the momentum needed to pursue a proposal of this magnitude. This advocacy is specifically requested with Metro, ODOT, Tri-Met, JPAC, TPAC, the Gorge Commission, the Forest Service and the four east county cities.

*** The feasibility study for this project was funded by the generous contributions of the Troutdale Area Chamber of Commerce, the I-84 Corridor Association (an affiliate of the Gresham Area Chamber of Commerce); Tri-Met, the cities of Troutdale, Fairview, Wood Village; and interested private sector businesses.**

Board Briefing
2-1-94
Handout #1

Leland Consulting Group

Real Estate Economists • Development Advisors • Project Managers

Stastny Architects

Architects & Planners

Final Report:

**The Columbia Gorge
Gateway Recreational
Transit-Oriented
Development**

Troutdale, Oregon

Prepared For:

**Troutdale Area Chamber of Commerce &
I-84 Corridor Association**

November 1993

LELAND CONSULTING GROUP

23 November 1993

Mr. Terry Cook
COOK DEVELOPMENT
201 Union Station Annex
Portland, Oregon 97209

Subject: The Columbia Gorge Gateway Recreational TOD

Dear Mr. Cook:

We are pleased to submit this report and master plan for the Columbia River Gateway Recreational Transit Oriented Development. This project concept was formulated with the help of the project team of the City of Troutdale, the Troutdale Area Chamber of Commerce, and interested citizens as well as with input from the US Forest Service and ODOT. It has the potential to illustrate a new style of development for tourism and recreation that allows the future use of the Columbia Gorge while lowering the adverse impact of high numbers of automobile trips. It is a project concept at the cutting edge of development in that it serves public goals through its information and transit orientation while looking to private commercial capital for the majority of its support.

This is not a simple concept and it relies upon strong coordination between public and private entities to reach fruition. It is, however, a better option environmentally than any previously suggested for the area. The feasibility is outlined in the report which follows. The coordination necessary can best be pursued with an organization dedicated to the accomplishment of the project.

We appreciate the opportunity we have had to work with you on this cutting edge concept and look forward to assisting you in pursuing its implementation.

Sincerely,

LELAND CONSULTING GROUP



Edward H. Starkie
Principal

325 Northwest 22nd
Portland, OR 97210
TEL 503.222.1600
FAX 503.222.5078

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Real Estate Economists • Development Advisors • Project Managers

Stastny Architects

Architects & Planners

Final Report:

*The Columbia Gorge
Gateway Recreational
Transit-Oriented
Development*

Troutdale, Oregon

Prepared For:

*Troutdale Area Chamber of Commerce &
I-84 Corridor Association*

November 1993

The Columbia Gorge Gateway Recreational Transit-Oriented Development Table of Contents

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APPENDIX

EXECUTIVE SUMMARY

Why This Report Was Commissioned

In 1992, the Troutdale Area Chamber of Commerce and the I-84 Corridor Association (an economic development group which is now part of the Gresham Chamber of Commerce) noted the presence of the new Columbia Gorge Scenic Area orientation facilities directly east of the City of Troutdale across the Sandy River. The two bodies jointly decided to pursue the possibility of an auxiliary commercial facility within their areas of influence. In addition they considered that since AMTRAK used to have a Troutdale stop, that a new Troutdale stop would enhance the economic viability of the area. This idea developed into a tourism-transit development oriented toward users of the Columbia Gorge Scenic Area.

In June of 1993, the Leland Consulting Group and Stastny Architects were retained to study the feasibility and siting of an intermodal transit-oriented, Columbia Gorge tourism recreational development within the Troutdale-Wood Village area. The study approach taken was first to determine an overall feasibility based on the requirements of such a facility. It was quickly determined that feasibility would depend on access to and from the freeway, rail access, shuttle bus staging access, and ability to contain parking and urban uses without environmental damage. In addition the concept, because of its placement as a tourism facility for the Gorge requires participation by the US Forest Service, the Oregon Department of Transportation, Multnomah County and the City of Troutdale. This participation maximizes uses of funds, since the USFS site access and associated improvements have not been funded.

Overview of Findings

The preliminary finding is that a site suitable for such development does exist. The site of the old county farm (see Location Map, page 4), currently owned by Multnomah County has all the attributes necessary for use as a transit facility and as a gateway site for the Forest Service. It has the possibility of access by rail and freeway (it currently has a freeway exit and AMTRAK crosses the site). It has access to the Columbia Gorge Historic Highway. Rail access could be by AMTRAK and by the Mt. Hood Railway, with the possibility of trips along the Gorge. There is ample room for shuttle bus staging and commercial facilities to support a transit/tourism development.

Site Program and Site Plan

A preliminary program and site plan (see Site Plan Concept, included with this report) have been prepared for the County Farm site. The basic concept of the program is the intermixing of intermodal transit facilities with a commercial development designed to serve the needs of tourists to the Columbia Gorge. The site program proposes that most uses would be funded and built by the private sector. For more detail see the program and site plan on the following pages

Project Economic Feasibility

Project feasibility depends on the capture of local market for the facilities plus the tourism market for the transit-oriented and Gorge-oriented facilities. Since the project aims at two distinct markets its support is not expected to be seasonal as would be expected of a tourism-only facility. Normal summer gorge tourism is expected to be around three million visits per year. Winter activities and local entertainment facilities would draw more visitors to this facility during off-season months. The market from Gorge tourism is very large, and augmentation of this market with local consumer spending makes some form of commercial development seem reasonable.

Progress to Date and Next Steps

As noted above, a site has been chosen and a site plan concept formulated by Stastny Architects of Portland. The plan and program have been discussed with ODOT, Multnomah County Facilities (the agency responsible for land sales), the Multnomah County Department of Engineering and the Forest Service.

Initial responses have been as follows:

The Forest Service has been positive initially, with the caveats that they are unable to make determinations on a project that does not have a guarantee of funding, or a schedule for completion. The Forest Service has stated that they are not able to spend capital funds outside of the Scenic Area boundary, making possible capital support of the County Farm site impossible. Informally, however, they have indicated that leasing facilities, if the financial arrangement is advantageous in comparison to ownership elsewhere, might be an option.

The opinion of ODOT is that freeway access currently exists and it is possible to engineer access from the proposed Mt. Hood Parkway. The expected cost of connection to the Mt. Hood Parkway is between six and twelve million dollars. The expected cost of improvements necessary to upgrade the freeway for safety west of the Sandy River site could easily exceed \$20 million.

The issue of control of the land was discussed with Multnomah County Facilities and it was agreed to set further meetings to discuss the issue. The parcel is for sale now, so an option or other arrangement must be made to gain control of the property. Timing of an option is critical. It is suggested that a one year option be taken with the understanding that if access is guaranteed by ODOT, and the developers and users are forthcoming the option will be extended to allow a reasonable development period.

The County Engineering Department neither opposes nor supports the proposal, but is interested in ensuring the Mt. Hood Parkway connection in order to relieve pressure on the Wood Village exit.

Tri-Met planning is interested in the intermodal aspect of the site and sees no difficulty in servicing the site should it reach completion. The possibility of light rail connection to this site will of course come behind the necessity for light rail extensions to improve service to Gresham. Given the current funding environment and the expense of light rail infrastructure, it is not expected that light rail will be part of this site until more pressing needs are served.

As a next step, it will be necessary to gain control of the subject property, and to form a project entity (such as a non-profit Community Development Corporation) to gain funding for further design and to produce more concrete plans. This must be done in conjunction with a variety of agencies and public decision-making bodies. It is suggested that a steering or advisory committee be formed to oversee future execution of this concept.

[illegible]

THE COLUMBIA GORGE GATEWAY RTOD REPORT

The Troutdale Area Chamber of Commerce in association with the I-84 Corridor Association (now part of the Gresham Chamber of Commerce Economic Development Group) hired Leland Consulting Group to study the possibility for a recreational transit-oriented development (TOD) that would lie somewhere within the group's area of influence. Prior to our being retained for this study, we suggested that it might be necessary to look at a comprehensive program of uses for the site before it would be possible to quantify the potential for the uses. The project working group agreed to this, and with this direction in mind, Leland Consulting Group began to research the possible programmatic elements of such a site and their relationship to existing plans by the US Forest Service (USFS), the Oregon Department of Transportation (ODOT) and Multnomah County.

Based on preliminary research, the consultant team quickly concluded that there is potential for a recreational TOD along the existing Union Pacific rail corridor but that there are significant obstacles which could prove as fatal flaws to such a plan. At the same time there is support for such a facility from groups interested in preserving the scenic value of the Gorge and the environmental integrity of the USFS gateway site.

The USFS and ODOT have been collaborating on the use of the Lewis and Clark/Sandy River Delta site for the National Scenic Area Gateway orientation facility. Planning has identified five alternative locations within the Sandy River site. At the outset of the process, off-site locations for the gateway facility were rejected as not having the necessary qualities for a USFS facility because of "imageability" and because of lack of site control. The facility itself is projected to have a car and bus staging area for Gorge day trips, and a tourism reservation desk for hotels and motels in the Portland Metropolitan Area and throughout the Gorge. It would also have a horse corral and ring for the Multnomah Sheriff's Department.

It is clear that if the recreational TOD is to work as a facility at the mouth of the Gorge, it will not do well in competition with a USFS site giving orientation, tour staging and travel arrangements and reservations. Those people who are interested in orientation to the Scenic area and desire historical or educational content will stop at the USFS facility. It is unlikely that such travelers will also stop at a commercial facility aimed at the same goals. In the case of the recreational TOD, such travelers would have to backtrack after going to the official facility — this is extremely unlikely. For this reason, it was decided to look programmatically at sites which had the potential of including the USFS functions, the staging and parking functions and the other recreational TOD functions, specifically the possibility of train and mass transit access.

Preliminary Program

The following is a preliminary program of the uses which could take place in the Recreational TOD.

Character of the Recreational TOD

- Attraction (must stand alone as an attractor other than usage)
- Unique to Region
- Kinetic, Active, High Quality Amenities
- Upper End Service Opportunities
- Timeless Cascadian Architecture
- Orientation to the Natural Environment / Views to the Gorge
- Understood as Gateway to Gorge
- Park-like Space
- Visible from Freeway but not identified as "freeway" development

Commercial/Investment Opportunities

- Train Station for AMTRAK incorporating:
 - Retail
 - Office
- Mt. Hood Railway Station
- Commercial Space for Tour Operators
- Tourist Reservation and Information Center
 - Info/Bookings for:
 - Tours and Attractions
 - Hotels and Inns
 - Restaurants
 - Ski Areas
 - Boat Tours via Wilderness Lines Sea Lion, etc.
 - Airplane and Helicopter Flights
 - Trip Planning
- Retail Space for Sports
 - Rentals/Sales of Bikes, Skis, Snowshoes, Watersports, Fishing Equipment
 - Sports oriented Clothing
 - Boat Rental
 - Coordination/Information
 - Sales of "Last Minute" Sporting Supplies
- Food Court
- Picnic Supplies (e.g. Nature's)
- Venue for Jazz Festival or other Special Events
- Sound and Light Shows featuring Geologic and Historical Themes
- Virtual Reality Time Machine
- Cineplex
- Shuttles
 - Gorge via I-84
 - Crown Point Highway

- Hood River Wind surfing
- Mt. Hood Hiker's Shuttle
- Mt. Hood Ski Shuttle
- Entertainment/Sports Venues Requiring Transport Facilities:
 - Hiking/Skiing/Watersports
 - Downtown/Other Community (in lieu of light rail)
 - Mt. Hood Jazz Festival, etc.
- Mt. Hood (US. 26/I-84) Connector
- Bike Path Connection and Secure Bike Parking

Public Facilities Program

- Mt. Hood Forest/Scenic Area Orientation Center (Forest Service)
- Environmental, Historical, and Recreational Organizations

Access

- Direct Connection to Freeway
- Direct Connection to Crown Point Highway
- Train Stops on Site
- Bus Stops on Site
 - Tri-Met
 - Greyhound
- Light Rail Connection

Parking

- Auto Parking – Up to 900 Spaces for Tourist Related Services
- Auto Parking – 200 Spaces Additional for Amtrak, etc.
- Bus Parking – 20 Spaces Minimum
- Overflow Parking (with shuttle service) for Local Events (e.g., jazz festival)
- Secure Lot (for overnight use in conjunction with shuttle service to skiing, etc.)
- Overflow Space for special events parking
- Passenger Loading/Unloading (both for tourist and transportation functions)
- Staging and Waiting Areas
- Amtrak Station
- Mt. Hood Railway Train Station
- Light Rail/Train/Bus Connector

Issues in Siting

Multi-Modal Access and Staging

The desired site would have the maximum number of access routes and modes. It should preferably be accessible to pedestrians, automobiles, trains, air traffic and bicycles.

Access Costs

Currently, the USFS plan for the Gateway Orientation Center requires an investment by ODOT in new freeway access. Funding does not exist for the USFS option, nor does it exist for the associated freeway improvements necessary to serve the Sandy River site without conflict from accelerating trucks from the Troutdale truck stops. The site chosen should address the issue of access cost and feasibility of access.

Creation of a Transit Hub

The site should have the ability to act as a transit hub. Parking space should be easily expandable and there should be adequate space for shuttle waiting, bus parking and a train station. The site should be located to allow trips to all scenic destinations in the area: the Gorge, the Scenic Highway, Mt. Hood, etc.

"Imageability" of the Site

The site should have the attributes which lend it the quality referred to by USFS as "imageability."

Environmental Impact

The site chosen should have minimal environmental constraints and should have existing access to sanitary sewer.

Commercial Uses Funded by USFS

There is concern that commercial functions such as trip planning and reservation services are being considered by the USFS on a public park site. The site chosen should have the ability to accommodate such functions and the access which makes the placement of such functions reasonable for tourists.

Aggregation of USFS Functions

The Site chosen should have the ability to aggregate as many USFS functions as possible to make it attractive for the USFS to consider off-site facilities. In addition, the site should be able to accommodate expansion if funding for alternate facilities and locations fails to materialize.

Multnomah County Functions

The site should be able to accommodate desired functions of Multnomah County.

Preliminary Site Choice

A preliminary choice which fits the criteria above is the old County farm site downhill from Edgefield Manor. The site has the possibilities for multi-modal transit access:

- Train access by AMTRAK;
- Access by I-84 and possibly the new Mt. Hood connector;
- Possible access by MAX to Portland;
- Access to the Crown Point Highway;
- Nearby access to helicopter and boat tours; and
- The possibility of a tourist train which could run up and down the Gorge connecting with the Interpretive Center in the Dalles and the Mt. Hood Railway in Hood River.

Because of the existing plans for freeway improvements, a change in plans allowing access to the site could cost less than the proposed access changes to the Sandy River USFS site. For safety, the bridge west of the Sandy River exit will need to be widened. This widening requires rebuilding the entire freeway and exit structures at Troutdale, a project which could easily exceed \$20 million in cost in addition to the several million dollar expenditure required for the Sandy River exit improvements. Should funding fail to materialize for all freeway improvements in the area, the Troutdale site has existing access which could be upgraded at relatively low cost.

The size of the site and its central location allow it to act as a transit hub for the area. The site could serve as staging and access not only for the Gorge, but also for Mt. Hood for skiers and hikers. It could be a central shuttle staging area for skiers in winter and wind surfers, hikers, and Gorge tourists in the summer.

The site has the potential to fit the USFS goals for "imageability." If carried out with sensitivity, the site could have a park-like setting that would still allow for a variety of commercial and educational functions as well as acting as a transit staging center. The site, if access to the Mt. Hood connector is estab-

lished, could aggregate USFS functions by allowing orientation to the Mt. Hood National Forest as well as Columbia Gorge orientation.

The site has few environmental constraints. It has existing sanitary adjoining, and there is sufficient room to accommodate parked cars without adverse impact. The site is not riparian and does not have the environmental sensitivity of the current USFS site. Storm drainage containing pollutants from parking can be directed to the sanitary system. This possibility does not exist at the Sandy River site but the issue will need to be addressed.

The Troutdale site has sufficient space to accommodate increased use of the Gorge from tourism; the USFS site is unable to accommodate any use greater than its current use as a state park. The projected USFS facility will not be able to address peak demands for parking and still allow the current level of parking by those who wish to be at Lewis and Clark State Park. This issue is discussed in more detail below.

The site, which is owned by Multnomah County, could easily fulfill any current Multnomah County goals for use on the USFS site.

Project Economics

As a transport and tourism oriented project the Columbia Gorge Gateway RTOD will depend for its success on the number of tourists who visit the Gorge and the number who choose to use the facilities. In the past the majority of visitors have been from Oregon and Washington (see the tables on page 11, **Source of Visitors by Percentage** and **Approximate Columbia Gorge Visitors by Source**). In the future the source of visitors can be expected to shift toward tourists from outside of the Pacific Northwest. A very large proportion of visitors from out of the area would be expected to stop at the Forest Service orientation facility compared to the proportion of local visitors who would need and stop at such a facility. If the forest service restricts access to over-used sites by car in favor of tourists arriving by shuttle bus, as has been done in other heavily used public parks, the capture of potential tourism and support for intermodal transit would be greater.

This project does not rely only on Gorge orientation for use. While it will capture Oregon and Washington Gorge visitors, it also will capture local visitors who wish to use the entertainment facilities and shops. The aggregation of transit access, entertainment, retail, restaurants, hotel and pub (McMenamin's), and educational facilities combined with the pedestrian environment will make this a destination of its own for local and Metro area residents.

Oregon-Washington Visits in 3 Years by Average:

	Average Visits	Low	Mid	High
Oregon Visits	6	7,585,364	7,884,991	8,184,617
Wash Visits	4	3,702,808	3,849,071	3,995,335
Total for 3 Years		11,288,172	11,734,062	12,179,952
Average OR-WA Visits/Year		3,762,724	3,911,354	4,059,984

RTOD Potential Market From Gorge Tourism:

Visitor Source	Capture	Low	Mid	High
Non-OR/WA	35%	390,053	405,460	420,868
OR/WA	21%	790,172	821,384	852,597
Total Potential Tourism Visits		1,180,225	1,226,845	1,273,464

This table uses the preference ratios found through the phone survey by Research For Marketing, of Portland OR for the Gorge Discovery Center Situation Analysis. In that analysis 21 percent would be especially likely to use a nearby facility, but 70% constituted the potential market locally. Assuming that non-local visitors have a greater need for orientation and services but less awareness of available facilities than locals, a potential figure of half that was used for non-local visits.

Parking and Current Site Feasibility

A major issue for either the Troutdale site or the Sandy River site is whether the parking facilities are adequate. Parking at the Troutdale site is adequate. With little environmental impact it is possible to create 800 to 1,000 spaces with associated staging areas at the Troutdale site. The question one might ask is whether that scale of facility is necessary at the Sandy River site, given its lack of commercial and transit facilities. There are two components to use of the Sandy River site: expected capture of Gorge tourism traffic by the USFS facility; and the current park users of Lewis and Clark State Park. Lewis and Clark currently has use in August of 33,014. Columbia Gorge visits, as distinct from visitors, average 6 per year for Oregonians, 4 per year for Washingtonians. Out-of state visitors would have average visits of 1. The USFS site use will capture visits from the overall numbers of visitors that would be additional to the existing use as a state park which is not by those going to the Gorge for tourism.

Visitors

Source of Visitors to Gorge by Percentage:

	Day	Overnight	Windsurfing	Overall
Pacific	76.3	75.7	57.1	73.1
Oregon	54.3	34	22.1	42.2
Washington	13.8	29.5	22.1	20.6
California	7.8	12.2	12.3	10.0
Other Pacific	0.4	0	0.6	0.3
Mountain	5.4	7.6	16.7	8
Idaho	1.6	2.8	3.2	2.3
Other Mountain	3.8	4.8	13.5	5.7
Central	11.4	11	6.3	10.6
East North	4.6	3.6	2.5	4
East South	1	0.9	0	0.8
West North	4.2	3.1	3.2	3.7
West South	1.6	3.4	0.6	2.1
New England	0.4	0	1.9	0.5
Mid-Atlantic	1.2	2.8	3.9	2.1
South Atlantic	4.6	1.7	1.8	3.2
Canada	0.6	1.1	11.7	2.5

Approximate Columbia Gorge Visitors by Source of Visitor:

	Overall %	Low Estimate	Mid Estimate	High Estimate
Pacific	73.1%	2,189,929	2,276,433	2,362,937
Oregon	42.2%	1,264,227	1,314,165	1,364,103
Washington	20.6%	617,135	641,512	665,889
California	10.0%	299,580	311,414	323,247
Other Pacific	0.3%	8,987	9,342	9,697
Mountain	8.0%	239,664	249,131	258,598
Idaho	2.3%	68,903	71,625	74,347
Other Mountain	5.7%	170,761	177,506	184,251
Central	10.6%	317,555	330,098	342,642
East North	4.0%	119,832	124,565	129,299
East South	0.8%	23,966	24,913	25,860
West North	3.7%	110,845	115,223	119,601
West South	2.1%	62,912	65,397	67,882
New England	0.5%	14,979	15,571	16,162
Mid-Atlantic	2.1%	62,912	65,397	67,882
South Atlantic	3.2%	95,866	99,652	103,439
Canada	2.5%	74,895	77,853	80,812

Approximate Total Visitors	2,995,799	3,114,135	3,232,471
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This first table above is from the survey conducted Kathleen S. Morse and Randall S. Anderson for the Washington Sea Grant Marine Advisory Program. The second table uses the percentages established in the earlier study combined with the 1991 market information produced through phone survey by Research For Marketing of Portland, Oregon for the Gorge Discovery Center Situation Analysis. The result is a table of approximate visitor numbers for both in state and out of state visitors.

Parking Requirements

USFS Potential Market From Gorge Tourism:

Visitor Source	Capture	Low	Mid	High
Non-OR/WA	35%	390,053	405,460	420,868
Cars @ 2.6 persons/visit		150,020	155,946	161,872
OR Visits	5%	126,423	131,417	136,410
Cars @ 3 persons/visit		42,141	43,806	45,470
WA Visits	10%	123,427	128,302	133,178
Cars @ 2 persons/visit		61,713	64,151	66,589

August Parking Requirements - Middle Tourism Estimate:

	8 to 10 am	10 to 12 am	12 to 3 pm	3 to 5 pm
Ratio by Time	10%	50%	30%	5%
August Visits %	22%	22%	22%	22%
Non OR/WA	3,431	17,154	10,292	1,715
OR/WA	2,375	4,819	2,891	482
Totals-August	5,806	21,973	13,184	2,197
Weekend %	46%	46%	46%	46%
Weekend Total	2,671	10,107	6,064	1,011
Weekend Days	8	8	8	8
Daily Need	334	1,263	758	126
Visit hours	0.75	0.75	0.75	0.75
Spaces/Period	250	948	569	95
Period Length	2	2	3	2
Spaces needed	125	474	190	47

Lewis and Clark Park Users:

	8 to 10 am	10 to 12 am	12 to 3 pm	3 to 5 pm
Ratio by Time	20%	50%	30%	5%
August Cars	2,201	5,502	3,301	550
Weekend %	46%	46%	46%	46%
Weekend Total	1,012	2,531	1,519	253
Weekend Days	8	8	8	8
Daily Need/Period	127	316	190	32
Visit hours	2.7	2.7	2.7	1
Spaces/Period	342	854	513	32
Period Length	2	2	3	2
Spaces needed	171	427	171	16

Total Spaces Needed to Accommodate USFS and State Park Use:

	8 to 10 am	10 to 12 am	12 to 3 pm	3 to 5 pm
USFS Spaces	125	474	190	47
State Spaces	171	427	171	16
Spaces Required	296	901	360	63
Spaces Allocated	270	270	270	270
Net Space Deficit	26	631	90	(207)

The tables on page 12 illustrate typical peak volumes. Capture rates for visitors are shown in the table at low volumes compared to what was predicted for capture in the Discovery Center study. Weekends account for 46 percent of all visits to the Gorge, an average weekend day having 23 percent of visits. Seasonality also plays a role: the peak numbers are based on August, which has a 22% share seasonally.

The data indicate a net demand for parking that can be satisfied by the County Farm site, but which would be difficult to satisfy at the Sandy River site without improvements beyond those already planned. If tourism to the Columbia Gorge increases as national awareness of the scenic Area increases and as Oregon/Washington populations increase, the Sandy River site will be unable to expand to meet demand.

Next Steps

Preliminary project feasibility is only one step in a multi-layered process that leads to project implementation. To produce a completed project, there needs to be a project entity which has as its objective the implementation of a plan; a plan to implement; a set of players, both public and private, interested in participating in the project and willing to share resources, both monetary and political, that will result in implementation; and finally, implementation requires funding.

The project entity should be able to solicit and use both public and private funding sources. For this reason it is suggested that a Community Development Corporation be formed to oversee the execution of this project. As part of its formation, it should initiate a steering committee composed of the various public interests and agencies whose collaboration will be necessary to forward the project. It should also act as a conduit for local community involvement to assure that the project fulfills public goals.

Site control is important. It is suggested that an option be taken on the property for a year while further planning and implementation measures are undertaken. If, at the end of that time, insufficient progress has been made to determine whether or not the project can be implemented, the option would revert to the County.

APPENDIX 1

Potential Resources for Development

A number of state and federal resources that may be applicable to the funding of a transit oriented development have been compiled. The relevant programs are listed with a short description of available resources, funding limits and, in some cases, phone numbers.

Some programs that are significant funding resources were not included due to the types of development being considered and the region. Specifically, Troutdale is not a timber dependent community, its population is more than 20,000, no manufacturing plants are being considered and the housing projects are not targeted towards low income individuals.

Due to the continuing effects of Measure 5, and the failure of funding measures such as a sales tax, there is a strong possibility that state resources for funding and other assistance will change or be eliminated in the future.

Federal Programs

Economic Development Administration:

Funding Available: \$1,000,000 per project, 50 percent local matching.

A federal agency with funding available for economic development projects. A main factor will be the number of jobs the project will create or retain. Also, the overall improvement of opportunities for expanding commercial or industrial facilities.

Community Development Block Grant Funding:

The Federal government issues block grant funding, administered through Multnomah County in a public process. Block grant funding may be used for planning and executing community economic development.

Department of Transportation

Urban Arterial Trust Account:

Funding Available: \$35,000,000 for 1991-93 biennium, 13.5 percent local matching.

Funds are available to cities and urban counties for the development and improvement of their arterial street system. Project proposals are submitted dur-

ing even years with along with the six year Transportation Improvement Plan. Technical Assistance is available for training, engineering analysis, community coordination, planning guidance and site evaluation.

Transportation Improvement Account Program:

Funding Available: \$4,025,000,000 available annually, 20 percent local matching.

Funds are available to alleviate and prevent traffic congestion caused by economic development or growth. The project should be multi-agency, multi-modal, congestion related, related to economic development activities and partially funded locally. Applications are accepted from November to January 15th.

Surface Transportation Program:

For Population from 5,000 to 200,000

Funding Available: Already Allocated.

Provides funds for the construction, reconstruction and improvements for highways and bridges. Projects may not be on local or rural minor collectors.

County Arterial Preservation Program:

Funding Available: \$12,000,000 annually, no local matching requirement.

Funds are available to counties for pavement preservation activities on paved county arterial. Counties must use a pavement management system. Funding is allocated to counties on pro-rata of paved arterial lane miles.

Surface Transportation Program, National Highway System:

Funds are available for the construction, reconstruction and improvements for highways and bridges. Also, projects that are necessary to accommodate other transportation modes which are on the designated Federal-aid Highway System and transit capital projects.

Surface Transportation Program Enhancements:

Funding Available: Already Allocated

For bicycle and pedestrian there is 20 percent matching.

Provides funding for a wide range of non-motorized projects including facilities for bicycle and pedestrians, acquisition of scenic highway easements or historic sights, scenic or historic highway programs.

Intermodal Surface Transportation Efficiency Act:

Funding Available: Substantial

Provides funding for capital improvements which increase intermodal surface transportation. Funds a variety of projects including housing or other development which is designed to lower vehicle miles traveled.

Private Programs

Community Reinvestment Funds:

Community Reinvestment Act funding is available from all the local banks in one form or another. Amounts and terms must be negotiated.

Northwest Area Foundation:

Funding Available: Substantial but depends on program.

The Northwest Area Foundation grants funds to non-profit entities for economic development, sustainable development, low income housing and other community and culturally oriented projects.

Cascadia Revolving Fund:

Cascadia Revolving Fund is a non-profit provider of funding for commercial development through available Small Business Administration loans, through loan pools, and through Capacity Building Grants.

Contact:
Patty Grossman
206-447-9226

Flexline:

Funding Available: Normally \$1,000,000 and under but no maximum.

A program which works in conjunction with US Bank. Funds are generated by the city of Troutdale issuing limited tax general obligation bonds. These bonds do not need voter approval and have the potential of producing funds in as little as six weeks.

Troutdale City Funding Options

General Obligation Bonds:

General Obligation Bonds are backed by the authority of the issuing government to raise revenues through debt issues backed by taxation and requiring voter approval. Bond proceeds may be used only for capital costs which may include site acquisition, pre-development costs, site preparation, equipment and capital construction, primarily for public improvements. Loans to private organizations (including credit enhancements) are not allowed.

Revenue Bonds:

Revenue bonds are backed by the income stream from a specific project, but guaranteed by the issuing authority. The income stream, which may come from commercial leases or revenues, or from housing unit rents, covers the debt service of the bonds.

Special Assessment Districts:

Special Assessment Districts allow the governmental issuance of bonds which are financed by taxation or assessments within the limited area which will benefit from the improvements financed. The same general condition apply as for general obligation bonds. The local improvement district is a variation of this. Special assessment districts are used the funds for infrastructure, ferry improvements and a variety of other capital expenditures.

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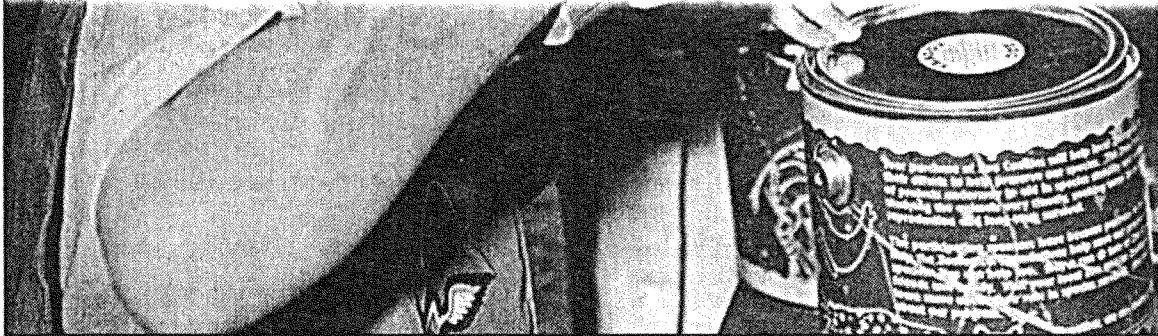
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ROGER JENSEN/The Oregonian

Packing 'em in: Michelle DeAngio of Girl Scout Troop 891 in Gresham packs cookies, pamphlets and discount coupons for a fund-raising campaign of the Columbia River Girl Scout Council, the Washington Park Zoo and Rodda Paint and Decor Centers. Fifteen Boy Scouts and Girl Scouts on Tuesday helped fill 1,000 cans, which sell for \$5. Proceeds will help fund the zoo's new Center for Species Survival.

2-2-94 OREGONIAN - EAST METRO

County officials perk up ears at tourist center idea

■ The commissioners say they like the suggestions for the former Multnomah County Farm

By JENNIFER BRANDLON
Correspondent, The Oregonian

TROUTDALE — County officials are interested enough in a proposed tourism and transportation center on the former Multnomah County Farm to consider offering the organizers an option on the land.

Four county commissioners said they supported the concept of the \$100 million center that developer Terry Cook outlined for them Tuesday.

The board's fifth member, Dan Salzman, didn't attend the two-hour

presentation at McMenamins Edgefield.

The 67-acre vacant site is just north of the McMenamins hotel and pub complex between Southwest Halsey Street and Interstate 84.

The county declared the property surplus and has had it on the market for several years, priced at about \$30,000 an acre.

Cook, vice president of the Troutdale Area Chamber of Commerce, is spearheading an effort to attract a U.S. Forest Service information center, an Amtrak rail stop, an entertainment complex and a tourism reservation center to the site.

He and other organizers view the area as an ideal location to capture some of the millions of tourists who each year zoom past it on I-84, en

route to the Columbia River Gorge. The idea is to get the motorists to park their cars and take a bus or train to visit the gorge or Mount Hood, make other travel arrangements, and enjoy on-site concerts and exhibits.

No one has offered to help buy or occupy the property. But Cook said he thought the project would come together one piece at a time.

The County Board of Commissioners is one of the vital early pieces.

"Without the site, you've got nothing," he said. "And you own the site."

The commissioners agreed to discuss giving Cook's group a six- or 12-month option on the land.

"It kind of circles the wagons around the property and gives them

than expected for highway work statewide, officials have delayed the corridor's two-phase construction schedule for at least five years.

The Sunrise Corridor runs along Oregon 212/224 from Interstate 205 in Clackamas to U.S. 26 east of Boring. Under the new schedule, construction of the Clackamas portion of the freeway along that route would start in 2002 at the earliest, followed by the Damascus-Boring segment of the road in 2004.

Before this week, the most optimistic projection for starting on the first part of the corridor was 1997.

The Oregon Department of Transportation is in the midst of a \$2.5 million environmental study of the

time to explore it," Commissioner Tanya Collier said.

County Chairwoman Beverly Stein turned down Cook's request for a county staff member to be assigned to the project.

"This is a great idea, but it's highly speculative," she said. "We don't have staff lying around to assign to a development project."

But she said the group could discuss financing options and land acquisition with county staff members.

And she offered to help influence others in the political arena to support the project.

"We're not committing to the options until we know what the options are," she said. "But we can all advocate everywhere we go."

Gresham OKs sale of bonds to buy office building

■ The city seeks to add to its municipal offices through the sale of \$13 million in bonds

By DAVID R. ANDERSON
Correspondent, The Oregonian

GRESHAM — The city took a step toward getting a new municipal of-

The bonds will be sold in about a month, and the city will find out the interest rate at that time.

The city needs a 90,000-square-foot building in addition to the Eastman Building to meet its space needs to the year 2010. The city came close to buying property for a new building in the historic downtown, but rejected that idea as too expensive and

Design of the building will begin in April.

The public will be encouraged to suggest features for the building, and the council has appointed a citizen committee to oversee the project.

The city's annual debt payment on the bonds will be \$600,000 during the two-year construction period and \$1

scaping, move-in costs and a 10 percent contingency.

In other business, the council took a step toward allowing rowhouses in the historic downtown core of Gresham by reducing the minimum lot size from 5,000 square feet to 1,600 square feet.

Under the plan, lots could be as narrow as 16 feet

will be delays

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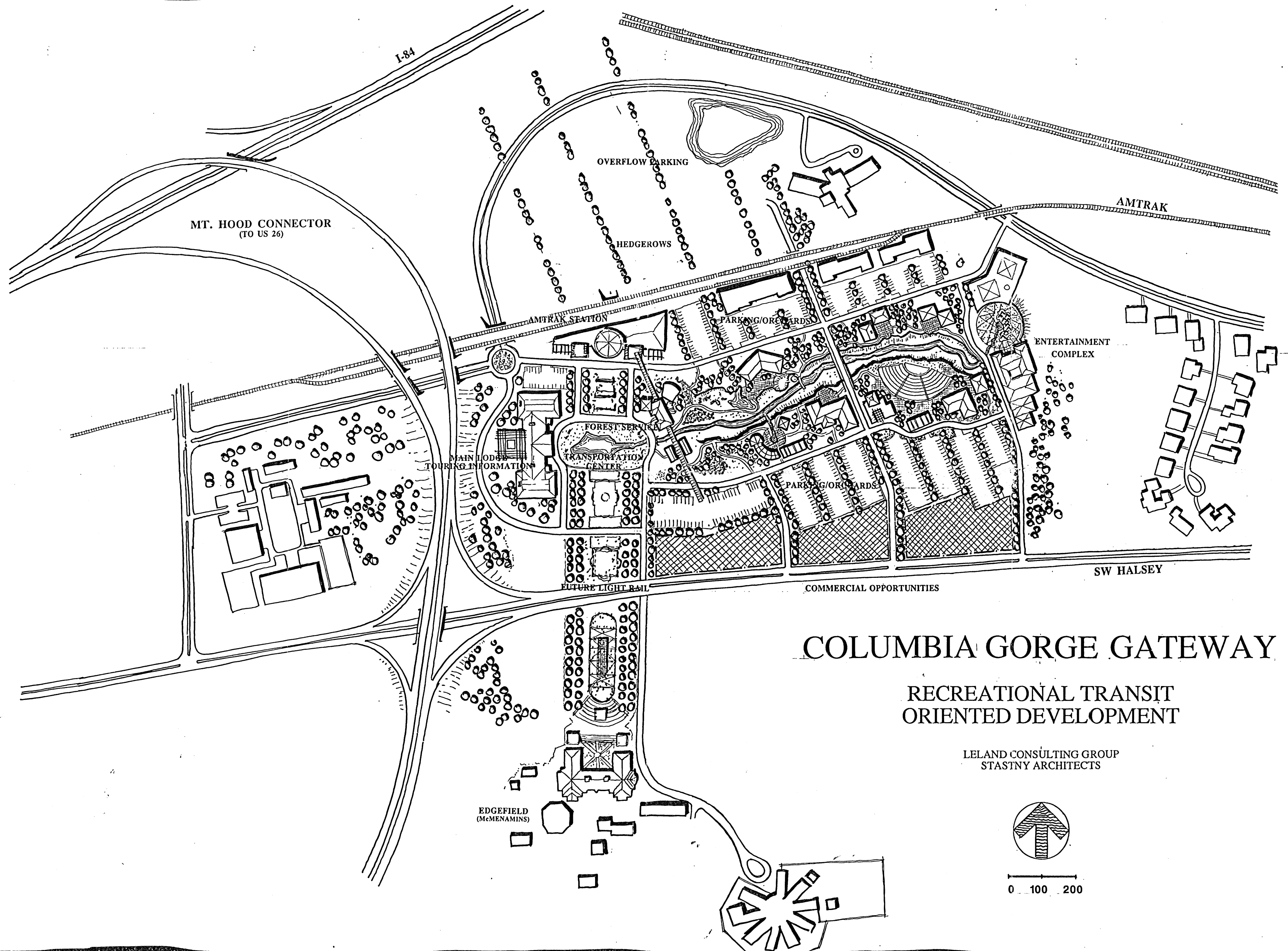
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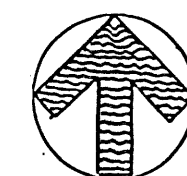
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COLUMBIA GORGE GATEWAY

RECREATIONAL TRANSIT
ORIENTED DEVELOPMENT

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