

PORTLAND STREETCAR DEVELOPMENT ORIENTED TRANSIT



**PREPARED BY THE OFFICE OF TRANSPORTATION
AND
PORTLAND STREETCAR, INC.**

PORTLAND, OREGON

**Sam Adams, City Commissioner
John Carroll, Board Chair**

January 2006

Portland Streetcar Development Oriented Transit January 2006

On July 20, 2001, the Portland Streetcar opened and became the first modern streetcar system in North America. It is part of a unique public/private strategy to link investment in high quality transit service with major redevelopment.

Like many other cities, Portland is growing in population and is proactively looking for ways to promote economic development while managing growth. Keeping Downtown Portland healthy is critical to the region's economic stability. The Portland Streetcar is at the heart of a new approach to shaping cities that promotes investment at the City's core, provides homes for people of diverse income groups and supports the urban amenities that make great cities great. Since 1997 when the original streetcar alignment was identified, properties along its length have experienced significant changes:

- Over \$2.28 billion has been invested within two blocks of the streetcar alignment
- 7,248 new housing units and 4.6 million square feet of office, institutional, retail and hotel construction have been constructed within two blocks of the alignment
- 55% of all CBD development since 1997 has occurred within 1-block of the streetcar and properties located closest to the streetcar line more closely approach the zoned density potential than properties situated farther away
- Developers are building new residential buildings with significantly lower parking ratios than anywhere else in the region

Development Oriented Transit

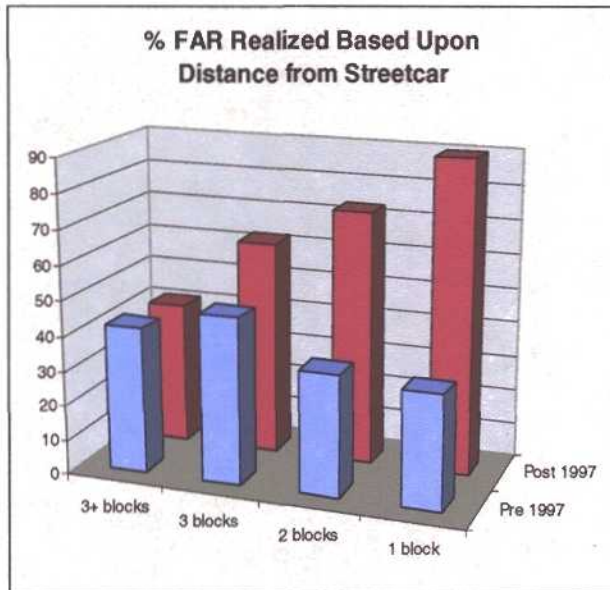
The Portland Streetcar was initiated by the City of Portland to connect two major redevelopment areas: 70 acres of abandoned rail yards and a contaminated brownfield site just north of Downtown (the River District) with another 128 acres of largely underused or vacant industrial land requiring environmental remediation at the opposite end of Downtown (the South Waterfront).

Over the 15-year evolution of the Portland Streetcar, the goals have remained consistent:

- Use a commitment to a high quality transit service as an incentive for high density mixed-use development within the Central City. Link neighborhoods with a convenient and attractive transportation alternative and attract new transit ridership.
- Connect major attractions in the Central City with high quality transit.
- Build and operate in mixed traffic and on existing right-of-way at lower cost than other fixed rail options. Fit the scale and traffic patterns of existing neighborhoods.
- Reduce short inner-city auto trips, parking demand, traffic congestion and air pollution.

Development Density and Concentration

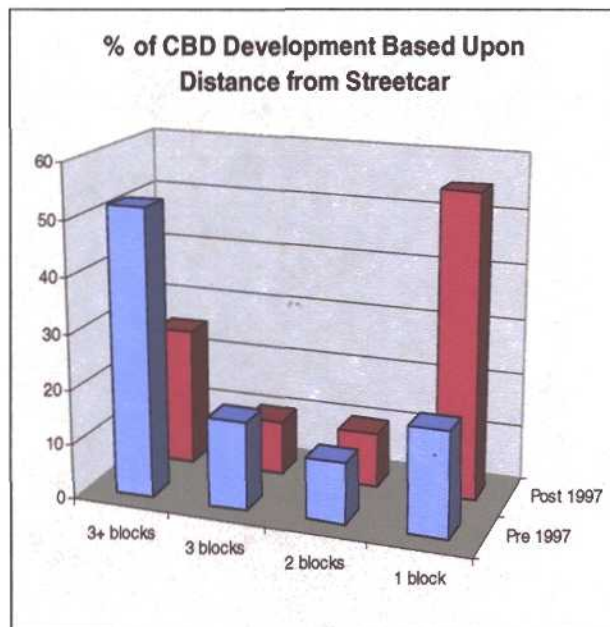
The Streetcar investment has become the centerpiece of a significant shift in the density and location of new development within Portland's Central Business District. In a 2005 study, E.D. Hovee & Company found that the "properties located closest to the streetcar line have experienced the largest share of development – and at Floor Area Ratios (FARs) that more closely approach the properties' zoned density potential – than properties situated further from the streetcar alignment."



Prior to 1997, new projects were built to less than half of the allowable density allowed on a site in the CBD.

Since the streetcar alignment was chosen in 1997, new development achieved an average of 90% of the FAR potential within one block of the streetcar line. This percentage steadily drops to 43% at three or more blocks from the alignment.

Source: ED Hovee & Company, *Portland Streetcar Development Impacts*, October 2005



Prior to 1997, land located within one block of the streetcar alignment captured 19% of all development.

Since the streetcar alignment was identified, 55% of all new development within the CBD has occurred within one block of the streetcar.

Source: ED Hovee & Company, *Portland Streetcar Development Impacts*, October 2005

Development Impacts

The River District/Pearl District. Where once there was a contaminated railyard, a new neighborhood has emerged. A new grocery store, restaurants, galleries, shops and banks now line the streets. Portland Streetcar goes through the heart of this area, stopping every two or three blocks and providing high quality transit access for business and residents.



New Urban Neighborhoods. The streetcar, limited parking and excellent pedestrian amenities have combined to create a new urban living option in Portland. It serves not only those living and working along the alignment, it brings new people into parts of the central city they may not have experienced before. It has served as an economic boost to businesses along the alignment while preserving much-needed auto access. It provides direct access to employment, educational facilities and health care for residents with a mix of incomes. The Streetcar has been seamlessly integrated into TriMet's regional transit system, further enhancing its effectiveness.



South Waterfront. At full build-out by 2015, South Waterfront development will bring a minimum of 3000 housing units and 10,000 jobs into the Central City along with a major river greenway, educational facilities and supporting retail goods and services.



The Brewery Blocks. One of Portland's most significant building renovations has been the redevelopment of the historic and abandoned Blitz Weinhard Brewery. This five-block project on the Streetcar line is Portland's largest single development involving commercial, residential and retail uses.

Development Lessons Learned

Public and Private Responsibilities. The enormous success of linking transportation investments with development can be replicated in municipalities that have one or more large development sites with owners who are willing to work together to advance a common vision. The City's obligation has been to provide a stable source of funding to build public improvements. The developers' obligation has been to contribute to the infrastructure costs and commit to build high-density, mixed-income housing meeting the City's housing targets. From a political standpoint, the ability to point to an agreement with joint obligations of the respective public and private partners carries substantial clout and provides dependability and flexibility that both parties can rely upon.



Development Agreements. The Portland Development Commission (PDC) negotiated a Master Development Agreement with Hoyt Street Properties, owners of a 40-acre brownfield in the heart of the River District. The Agreement tied development densities to public improvements with the minimum required housing density increased incrementally from 15 to 87 units per acre when the Lovejoy Viaduct was deconstructed, to 109 units/acre when the streetcar construction commenced and 131 units/acre when the first neighborhood park was built. The developer has stated that without the Streetcar and the accessibility it provides, these densities would not have been possible. The agreement was a unique and essential piece of the public/private partnership that catalyzed development of the River District and serves as a model for the agreement established for in South Waterfront.

Local Improvement District. The innovative \$14.6 million Streetcar Local Improvement District (LID) has been a useful tool and includes those property owners that stand to receive the greatest financial benefit from their proximity to the Streetcar. This, coupled with other public and private resources, helped fund both the Streetcar and the critical investments in the urban environment that complement the higher density vision for the area.

Stakeholder Involvement. Involving stakeholders in the Streetcar project design has been absolutely critical to its success and expansion. Without public support, projects of this magnitude can get bogged down to the degree that the public investment cannot move in tandem with development. The individuals and agencies that make up Portland Streetcar, Inc. are nimble and astute individuals that make the Streetcar a development investment that you can count on. In addition, a whole new interest group is emerging composed of those devoted to high-density urban living—a perspective that didn't exist before.

Reduced Parking. The success of early projects in the River District demonstrated a market demand for a new type of higher density community—one that supports living with or without a car. Due in part to the high quality transit service provided by Streetcar, developers are able to construct mixed use projects with parking ratios lower than found elsewhere in the city. Reducing the amount of parking that a developer must build makes a building more financially feasible. Now, with a full understanding of the role that Streetcar can play in affecting the urban environment and market confidence in urban living, developers have begun construction on larger, higher-risk projects in South Waterfront. The first River District projects were six stories—South Waterfront has started with 23 to 31-story condominium towers.

Underlying Values

Improving Livability. Development oriented transit supports improved livability for high density environments that support public goals for urban containment, sustainable living and reduced dependence on an automobile. But higher density development does not always mean a more “livable” community. In the case of development near Streetcar; however, the package includes parallel public and private efforts to ensure that affordable housing, public open spaces, brownfield redevelopment, high quality urban design and public art occur in unison.



Fit Within the Urban Environment. Design tradeoffs were made to better fit the Portland Streetcar into the scale and traffic patterns of the neighborhoods through which it travels. Streetcar vehicles, manufactured in the Czech Republic, are 8 feet wide and 66 feet long. They run in mixed traffic and, except at stops, accommodate existing curbside parking and loading. Streetcar stops occur every few blocks and shelters are smaller to fit within the neighborhood's architecture.

Economical Construction and Operation. The Streetcar technology is less expensive than other forms of fixed-rail transportation. The project is designed so that the system is economical to build and operate. There were four critical design principles: 1) use available rights-of-way; 2) limit the investment in facilities to essentials, 3) to the extent possible, use off-the-shelf equipment, 4) operate the system on a safe, no-frills basis, and 5) use construction methods that minimize costs. The project was also designed to avoid costly expenses associated with relocating utilities and the stations were developed similar to bus stops to reduce system costs.

Partnerships Matter. The City of Portland owns the Streetcar while Portland Streetcar Inc (PSI), a nonprofit corporation, is responsible for designing, managing construction and operating the system. The PSI Board is made up of individuals representing the perspectives of citizens, city agencies and property owners along the Streetcar alignment. The trade-offs made in this type of decision-making body have continued to make the Portland streetcar a better project by serving the needs of a diverse community.



Minimize Disruption to Businesses and Residents. Project design and construction methods were designed to build the Streetcar quickly and efficiently to minimize construction impacts on adjacent businesses and residents. In addition, design decisions were made with implications for the ultimate Streetcar operations by preserving on-street parking, keeping construction within the existing right-of-way and sharing the streetcar lane with autos. The project also placed a very high priority on responsiveness to inquiries received from adjacent property owners throughout the construction process.

System Description

Key Milestones: In 1990, the City of Portland initiated a feasibility study for the Streetcar, hired a project manager, established a Citizen Advisory Committee (CAC) and began hosting a series of public meetings with a plan emerging at the end of that year. Key project milestones include:

- 1992 City of Portland secures \$900,000 federal HUD grant and matches with local funds
- 1995 May, City issues RFP to design, build, operate and maintain Streetcar. The nonprofit corporation, Portland Streetcar Inc is selected
- 1999 September, Construction begins from Legacy Good Samaritan Hospital to Portland State University
- 2001 January, Project Substantial Completion
- 2001 July, Begin passenger service
- 2005 March, Streetcar service to RiverPlace begins
- 2006 Service to South Waterfront begins
- 2006 Eastside Extension alignment selected

Financing. Locally funding the \$56.9 million, 2.4 mile first phase made the Streetcar a unique transportation project. The total Phase 1 project cost was under \$25 million per alignment mile and included purchase of seven vehicles. Total capital construction costs for the .6 mile extension to RiverPlace was \$16 million or \$13 million per track mile and included a new roadway on a retained structure to provide access to properties along the riverfront in preparation for an extension to South Waterfront. The estimated capital budget for the .6 mile single-track extension from RiverPlace to Gibbs Street is \$15.8 million, or \$13 million per track mile, and includes purchase of three vehicles.

Funding sources for these phases of the project (in millions) include:

- \$28.6 Bonds backed by revenues from a \$.20/hour short-term parking rate increase in City-owned parking garages
- \$19.7 Tax increment financing from the City's urban renewal agency (PDC)
- \$14.6 Property owner contribution through an LID on non-owner occupied residences
- \$10.0 Regional transportation funds
- \$ 6.1 City funds
- \$ 5.0 Reallocated transit funds from TriMet
- \$ 3.1 Transportation land sale
- \$ 1.6 Other sources
- **\$88.7 million total construction costs**

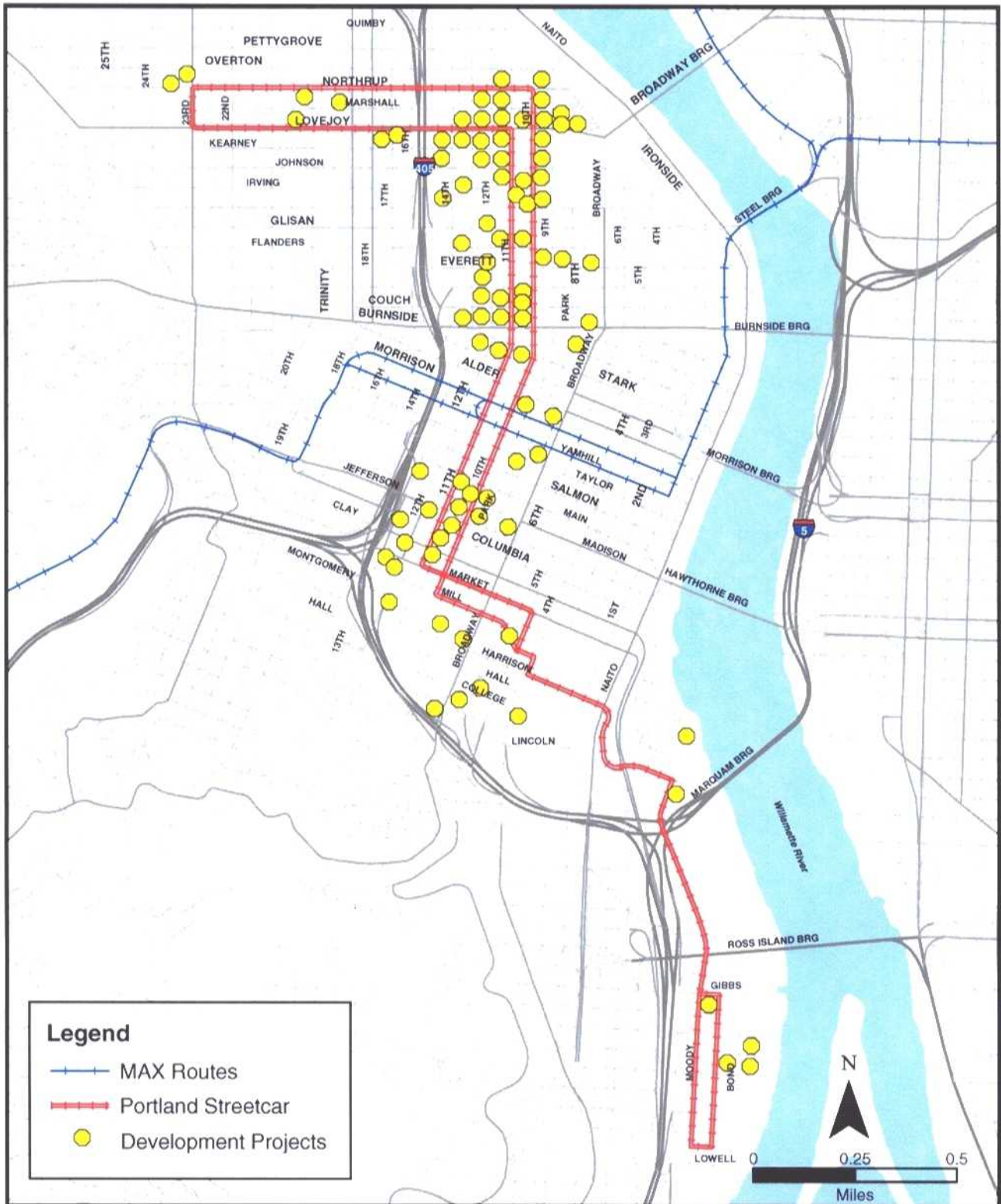
Ridership. When Streetcar initially opened in 2001, the projected ridership target was 3,500 weekday rides. Not only was that target immediately exceeded, ridership by the fall of 2005 grew to over 9,000 riders each week day. Saturday ridership has demonstrated the greatest percentage growth from 3,200 to 6,650 in the past four years.

Management. The City of Portland has contracted with Portland Streetcar, Inc (PSI) for professional services related to the design, construction and operation of the streetcar system. PSI is a private non-profit corporation formed for the single purpose of implementing the Portland Streetcar as a project that will benefit the livability and economic vitality of Portland and its central city. It is governed by a Board of Directors, the members of which come from both the public and private sectors and who represent institutions, businesses and other constituents along the alignment.

For more information, visit the Portland Streetcar website at www.portlandstreetcar.org.

Development Activity within the Portland Streetcar Local Improvement Districts

January 2006



***PROJECTS LIST
1997 - PRESENT***

All projects shown are located within the Streetcar Local Improvement District. Construction costs shown are based upon hard costs. Information sources include published project information and developer interviews.

Portland Streetcar Development Summary

January 2006

Project Name	Construction Cost	Year Complete	Residential Units	Non-resid SQ FT	Comments
10th at Hoyt 911 NW Hoyt	\$20,300,000	2004	178	15,000	Apartments & ground floor retail, parking
1963 NW Overton	\$3,500,000	2004	12	0	Rowhouses, 25,000 SF
8 NW 8th (Danmore) NE corner E. Burnside/8th	\$13,500,000	2004	180	12,000	Low-income apartments (30% MFI), 120 units transitional housing, two-floor clinic Portland Alternative Health Clinic, LEED certified
12th/13th/Washington/Stark	\$130,000,000	2007	264	224,000	Five floors pkg (400 spaces), 65ksf ZGF office, 17 floors apartments, 170-room hotel, West End
Art Museum Renovation	\$17,300,000	2000	0	50,000	Project for the Millennium, renovation and remodel
Atwater Place SW Gaines/River Parkway	\$95,000,000	2007	212	10,300	319 parking spaces, LEED silver, S. Waterfront
Avenue Lofts 1001 NW 14th Avenue	\$25,000,000	2004	166	0	Loft condominiums, 186 parking spaces
Balfour Guthrie Building 731 SW Oak	\$1,200,000	2002	0	18,000	1913 building renovation for architectural office
Benson Tower 1500 SW 11th	\$30,000,000	2007	143	0	27-story, 150 underground parking spaces, 13 KSF site
Bridgeport Condominiums 1130 NW 12th	\$35,000,000	2003	123	8,000	Condominiums & ground floor retail
Burlington Tower Apts 900 NW Lovejoy	\$27,000,000	2005	155	11,000	10 story mixed use apartment with ground floor retail, 126 u/g parking spaces, 36 surface pkg spaces
The Casey Condos 311 NW 12th Ave	\$42,000,000	2007	56	4,200	16 stories, ground floor retail, LEED platinum, 194,225 GSF above and below grade, River Dist
Clyde Hotel	\$1,000,000	2006	0	N/A	Boutique hotel, River Dist
Cornerstone Condominiums 1130 SW Jefferson	\$3,400,000	2000	50	3,000	Condominiums with ground floor retail, 10,000 square foot site, 6-story building
Crane Building 710 NW 14th	\$10,524,000	2006	32	37,000	Basement converted to 46 pkg spaces, 3 floors residential, Guardian Management office, River Dist
Cronin Block NW 12/13/Marshall/Northrup	\$50,000,000	2007	250	N/A	335 pkg spaces, townhomes and condos, River Dist
ED Distributing/Moe's Pianos 140 NW 14th	N/A	2003	0	40,000	Retail office, light industrial with u/g parking
Edge 805 NW 14th	\$27,000,000	2003	125	35,000	Condominiums & ground floor retail, 3 parking lots, one underground
Eliot SW 10th/11th/Jefferson	\$60,000,000	2006	223	9,000	Condominiums and ground floor retail
Elizabeth Lofts 333 NW 9th	\$38,000,000	2005	182	14,500	Condominiums & ground floor retail, 16 stories
First Presbyterian Church	\$11,000,000	0	0	40,000	170-space underground parking garage and plaza. Future site for church facilities. West End
Fox Tower 805 SW Broadway	\$65,000,000	2000	0	438,000	28-story office w/ approx. 400 spaces of underground parking and built-in cinema, two floors with 63,000 ft of retail, 375 ksf office

Project Name	Construction Cost	Year Complete	Residential Units	Non-resid SQ FT	Comments
Galleria 921 SW Morrison	\$9,000,000	2003	0	60,000	Building renovation for Western Culinary Institute
Gregory 420 SW 10th Avenue	\$29,500,000	2002	133	47,000	12 story condo project w/ 145 res units, 29,000 of office, 210 parking stalls, 18 ksf retail
Hamilton West 1212 SW Clay Street	\$7,900,000	1999	152	2,500	Apartments - Housing Authority of Portland, ground floor retail
Inn at Northrup Station 2025 NW Northrup	\$3,000,000	2002	0	31,000	Boutique hotel
The John Ross SW River Parkway	\$118,000,000	2007	314	19,000	Ground floor retail with 4-story podium and 31-story building 404 parking spaces, LEED silver, S. Waterfront
Johnson Street Townhomes 1116-1142 NW Johnson	\$7,000,000	2000	13	0	Townhouses
Kafoury Commons 1230 SW Columbia	\$7,100,000	2000	129	0	10-story 129 unit complex, 29 affordable
Kearney Plaza Apartments 930 NW 11th, 97209	\$18,000,000	2000	139	7,500	Apartments & ground floor retail
Lexis on the Park 1125 NW 9th	\$23,000,000	2004	139	9,000	Market rate apartments converted to condos in 2005, ground floor retail
Lovejoy Building Office 1624 NW Lovejoy	\$2,000,000	2004	0	20,000	14 ksf office, 6ksf retail
Lovejoy Square NW Kearney/Lovejoy/13/14th	\$3,200,000	2004	0	38,000	13 ksf office, 25 ksf retail
Lovejoy Station 1040 NW 10th Avenue	\$18,630,000	2001	181	6,500	5 story mixed use project with 4 floors, 181 units affordable apt over 86 parking spaces, 124 apt. units, ground floor retail
Manzana Rotisserie Grill 1203 NW Glisan	\$1,950,000	2002	0	20,000	Building renovation for 10 ksf ground floor restaurant and 10 ksf 2nd floor offices
Marshall Wells Lofts 1001 NW 14th Ave	\$34,000,000	2002	164	0	Condominiums renovation
Maverick Sports Club 2025 NW Overton	\$400,000	2002	0	18,000	Commercial renovation
McKenzie Lofts 408 NW 12th Avenue	\$15,500,000	1997	68	13,500	Condominiums & ground floor retail
The Meriwether SW River Pkwy/SW Curry	\$82,500,000	2006	245	11,800	347 parking spaces, LEED silver rating, S. Waterfront
The Metropolitan (Block 9) NW 10/11/Lovejoy/Marshall	\$63,000,000	2007	136	18,000	230 pkgs spaces, 19 stories, concierge service, common rooms and guest suites, River Dist
Mosaic 1400 SW 11th Ave	\$5,700,000	2003	40	0	Condominiums
Museum of Contemporary & Modern Art, North Building	\$32,000,000	2005	0	146,000	Building conversion
Museum Place 1030 SW Jefferson	\$29,000,000	2003	140	48,000	Mixed income apartments, Safeway
North Park Lofts 300 NW 8th Avenue	\$8,000,000	1999	66	3,000	Condominiums, redeveloped 1908 building, ground floor retail
Northrup Commons Condos 2327 NW Northrup	\$3,600,000	1999	20	0	4-story residential, 65,500 SF, two levels of parking

Project Name	Construction Cost	Year Complete	Residential Units	Non-resid SQ FT	Comments
OHSU Center for Health & Healing at South Waterfront SW Moody Ave	\$103,500,000	2006	0	294,400	Physical practices, outpatient surgery, wellness center, research labs, classrooms, 650 pkg sp, 3-story underground garage. LEED platinum. South
Oregon History Center 1200 SW Park	\$2,750,000	2003	0	4,000	Visitor facilities and exhibit area renovation, addition and outdoor plaza
Outside In 1132 SW 13th	\$3,500,000	2001	0	30,000	Youth center, 4-story building, supervised housing
Overton Park Apartments 2315 N.W. Overton	\$4,000,000	2002	18	0	Apartments with ground floor retail
Paramount Hotel 808 SW Taylor	\$14,000,000	1999	0	140,000	14-story 154-room hotel with street level retail
Park NW Condos 327 NW Park Avenue	N/A	2000	18	3,000	Condominiums
Park Place Condominiums 922 NW 11th	\$47,000,000	2004	124	15,000	91 flats, 25 lofts, 8 penthouses, 7 townhomes, 4 of 7 live/work
Pearl Court Apartments 920 NW Kearney Street	\$10,000,000	1997	199	0	Apartments - Housing Authority of Portland, affordable housing
Pearl Townhomes 602-636 NW 11th Avenue	\$4,000,000	1997	10	0	Townhouses
Pearl Townhouses, Ph 2 NW 11th btwn Hoyt/Irving	N/A	2000	10	0	Townhouses
Pinnacle 1255 NW 9th	\$37,000,000	2005	176	7,000	Condominiums, ground floor retail
Pacific NW College of Art 1241 NW Johnson	\$1,000,000	1998	0	40,000	Full block renovation including new classrooms, library, meeting & performance space- art college
Powell's Books 24-34 NW 11th	\$5,000,000	1999	0	50,000	Building expansion and renovation--2 sites
Reed/Harris/Block 90 NW 13/14/Flanders, 322 NW 14th	N/A	2007	12	0	21 pkg spaces, River Dist
Residence Inn by Marriott 2115 SW River Pkwy	\$24,500,000	2001	0	275,000	258-suite extended stay hotel, includes 58,000 SF pkg
Riverstone Condominiums 821 NW 11th	\$25,000,000	1998	121	10,000	Condominiums & ground floor retail
RiverTec 1220 NW Lovejoy	\$10,000,000	2000	0	75,000	Office renovation
Safeway Blocks NW 12/13/Lovejoy/Marshall	\$40,000,000	2008/9	235	60,000	Rental, two buildings, 15% affordable, ground floor retail; 145-160 pkg for 40 ksf Safeway, 145 pkg for Rivertec, River Dist
St. Francis Apartments 1024 SW Main	\$10,800,000	2003	132	6,000	Affordable apartments, ground floor retail
The Sitka 1115 NW Northrup	\$32,000,000	2005	210	7,150	Rentals, 130 pkg spaces, 6 stories, 50-60% MFI, ground floor retail
Station Place 1020 NW 9th	\$18,000,000	2005	176	1,600	Senior affordable apartments, 150,000, Lovejoy/Marshall, 26,000 SF of retail on Marshall, east of tower 6th Avenue frontage is 5-story garage
Station Place Parking Garage	\$8,800,000	2004	0	100,000	425-car parking garage
Station Place Retail	\$2,400,000	2006	0	26,000	Two-story retail

Project Name	Construction Cost	Year Complete	Residential Units	Non-resid SQ FT	Comments
The Strand	\$95,000,000	2006, 2007	216	9,700	Three towers, 100-space underground public parking garage, 160 spaces resident pkg, 2.7-acre site, destination restaurant, retail and live/work
Streetcar Lofts 1030 NW 12th Ave, 97209	\$28,000,000	2002	139	9,000	Condominiums & ground floor retail
Tanner Place 1030 NW Johnson	\$31,000,000	2000	120	12,000	Condominiums & ground floor retail
Telegram Building 1101 SW Washington	\$5,600,000	2004	0	44,000	Renovation for two floor health club, 20 ksf of office, restaurant
Vollum Natural Cap. Ctr. 721 NW 9th Avenue	\$8,000,000	2001	0	50,000	Renovation for 40 ksf office/10 ksf retail, LEED gold certification
Westin Hotel 750 SW Alder	\$20,000,000	1999	0	135,500	20-story 200-room hotel
Wieden and Kennedy 1227 NW Davis	\$20,000,000	1999	0	200,000	Full block renovation - 175 ksf office, 25 ksf retail and adjoining parking, PICA ground floor
Workspace Lofts 1720 NW Lovejoy	\$1,100,000	2001	N/A	0	Workspace Lofts
YWCA Renovation 1111 NW 10th Avenue	\$6,000,000	2003	25	63,000	Renovation
Portland State University					
Epler Hall 1809 SW 11th	\$8,000,000	2003	130	0	6-story: 4 floors student housing, 1 floor classroom/office, ground floor retail
PSU Urban Center 506 SW Mill	\$24,000,000	2002	0	130,000	Class space, office and public meeting space, 25,000 sf ground floor retail
Helen Gordon Child Development Center Expansion, Phase 1 1609 SW 12th	\$2,600,000	2003	0	15,000	
Helen Gordon Child Development Center Expansion, Phase 2 1609 SW 12th	\$2,700,000	2004	0	13,000	Historic structure renovation
Native American Student Center SW Jackson and Broadway SW corner	\$2,800,000	2003	0	10,000	Academic support space
Simon Benson House 1803 SW Park	\$1,400,000	2000	0	3,000	Academic support space, relocated historic structure,
Parking Expansion and Renovation South of Smith Center	\$7,500,000	2002	0	100,000	349 new parking spaces, renovation of 810 spaces
Smith Memorial Union Renovation 1802 SW Broadway	\$8,000,000	2006	0	220,000	Seismic upgrades and office, entry, ballroom and food court renovations.
NW Center for Science, Engineering and Technology Between 3rd and 4th at College	\$30,000,000	2006	0	136,000	Academic classrooms, offices and labs; LEED Silver
The Broadway 621 SW Jackson St.	\$47,500,000	2004	384	35,000	10-story 220,000 SF; 8 floor student housing, 1 floor academic, 15 ksf ground floor retail
The Ondine Renovation	\$7,700,000	2005	0	100,000	Ground floor renovation and upgrade of existing residential units in the 15-story building housing 500 residents.
Brewery Blocks					
Block 1 NW 12th/13th/Burnside/Couch	\$300,000,000	2002	0	158,000	40 ksf Whole Foods and 3 floors office space, renovation
Block 2 NW 11th/12th/Burnside/Couch		2004	0	225,000	40 ksf ground floor retail with office above, renovation

Project Name	Construction Cost	Year Complete	Residential Units	Non-resid SQ FT	Comments
Bob and Diana Gerding Theater		2006	0	40,000	Performing arts space, goal of LEED platinum, \$20 million
The Henry 132 NW 12th		2003	123	14,000	Luxury condominiums, 3 floors parking, ground floor retail
Block 4 NW 11th/12th/Couch/Davis		2004	0	270,000	Spec office, 20 ksf ground floor retail
South Pearl NW Couch/Davis/12th/13th		2004	240	0	16-floor Apartments
Total	\$2,287,854,000		7,248	4,624,150	

Total Non-residential SF	4,524,150
Ground Floor Retail	886,350
Art	280,000
Education	782,000
Other Institutional	145,000
Health	290,300
Office	1,432,000
Hotel	708,500
New Construction (non-res)	3,208,150
Renovation/expansion (non-res)	1,316,000