



PROSPER
PORTLAND
Building an Equitable Economy

DATE: July 18, 2018
TO: Board of Commissioners
FROM: Kimberly Branam, Executive Director
SUBJECT: Report Number 18-34
Update on the Oregon Harbor of Hope Portland Homeless Navigation Center

BRIEF DESCRIPTION OF INFORMATION ITEM

No action is requested; information only.

At the July 18, 2018 Prosper Portland Board of Commissioners (Board) meeting, staff will provide an update on the status of efforts to locate the Oregon Harbor of Hope (OHOH) Portland Homeless Navigation Center (Navigation Center) on Prosper Portland owned property. The Navigation Center is a temporary shelter providing short-term residency and services for up to 120 homeless persons with the goal of helping individuals transition to the next step in care, capability, and self-help (see Attachment A for a fact sheet and rendering).

Prosper Portland intends to enter into a master lease agreement with the City of Portland's Office of Management and Finance (OMF), supported by the Joint Office of Homeless Services of Multnomah County (JOHS), to provide property for OHOH to construct a Navigation Center on vacant Prosper Portland-owned property located at NW Naito Parkway adjacent to and under the Broadway Bridge. For more details about the property (commonly known as the Broadway Bridge Site), see Attachment B. Since the term of the master lease is anticipated to be terminable in less than five years, the Prosper Portland executive director has the authority to execute the transaction; however, staff would like to provide a formal update to the Prosper Portland Board at their July meeting.

STRATEGIC PLAN ALIGNMENT AND OUTCOMES

While the services provided by the Navigation Center do not directly meet Prosper Portland 2015-2020 Strategic Plan goals, the master lease will allow Prosper Portland to partner with private and municipal partners to address one of Portland's most pressing challenges.

BACKGROUND AND CONTEXT

Prosper Portland acquired the Broadway Bridge Site in 1987 as part of the broader Union Station acquisition. Over time, Prosper Portland dispositions of the broader property portfolio have led to several successful redevelopment projects, including Station Place Garage, Courtyard Marriott, The Yards, Station Place Tower, and Ziba Design Studio. Since 2000, Prosper Portland has partnered with several development partners to invest in and redevelop the Broadway Bridge Site, none of which led to ultimate investment and development. More recently, staff has characterized this property as a Mission Related Investment in the agency's Financial Sustainability Plan, but did not have any immediate or pending disposition plans. The Broadway Bridge Site is included as part of Prosper Portland's Broadway Corridor study area. The Broadway Corridor development and master planning work, which is

anticipated to conclude in 2019, does not currently contemplate the Broadway Bridge Site as a phase one development opportunity.

In early 2018, OHOH contacted the Office of the City of Portland Mayor Ted Wheeler indicating their interest in locating the Navigation Center on the Broadway Bridge Site. Staff from Prosper Portland, the Mayor's Office, OMF, JOHS, and OHOH has since negotiated general terms to temporarily locate and operate the Navigation Center on this site. As currently contemplated, Prosper Portland and OMF will execute a master lease agreement, with an initial term of two years, with three one-year options to extend for a maximum five-year lease term. This maximum lease term is critical to not impacting the broader community and agency goals of redevelopment of the Broadway Corridor area. OMF will then sublease the land to OHOH for the construction and operation (with their partner, Transition Projects) of the Navigation Center. Operations, maintenance, and security will be collectively managed between OMF, JOHS, OHOH, and Transition Projects, with little to no involvement by Prosper Portland.

Working under an existing long-term agreement between Prosper Portland and the Oregon Department of Environmental Quality (DEQ), OHOH will be responsible for any necessary site remediation work, including ensuring that any site work is in compliance with the existing Record of Decision, which requires the installation of engineered capping at the site to restrict occupant contact with subsurface contamination. Prosper Portland staff is working in cooperation with DEQ and OHOH to ensure these requirements are met.

Additionally, Prosper Portland is working with the City of Portland Bureau of Development Services and the Portland Bureau of Transportation to construct a curb cut along NW Naito Parkway for access to the Broadway Bridge Site and working with OHOH as they seek to resolve potential right-of-way and setback concerns. While Prosper Portland will not be responsible for any direct costs associated with site preparation or construction of the Navigation Center, staff will continue to provide ongoing support through bureau coordination to ensure policy and regulatory compliance.

After the master lease between Prosper Portland and OMF and the operating lease between OMF and OHOH are executed; permitting issues have been addressed; and environmental issues fulfilled; OHOH will operate the Navigation Center safely and securely for up to five years, after which the Broadway Bridge Site will again be available for Prosper Portland to accommodate future, permanent development that meets community and economic development priorities.

EQUITY IMPACT

The Navigation Center will provide short-term shelter and supportive service opportunities for up to 120 persons of all ages and circumstances to embark on a path to permanent shelter and productive, healthy lives. By executing a master lease, Prosper Portland will allow OHOH and its partners to provide support and services to some of the city's most vulnerable and marginalized individuals.

ATTACHMENTS

- A. Fact Sheet and Rendering
- B. Property Information – Broadway Bridge Site



NAVIGATION CENTER FACT SHEET

April 19 2018

Oregon Harbor of Hope (OHOH) is developing a new resource to serve Portland's growing population of homeless citizens - the Navigation Center.

The Navigation Center is a temporary shelter, providing short-term residency with the goal of helping people transition to the next step in care, capability and self-help. The Navigation Center is made possible by a generous gift from Portland philanthropists Tim and Mary Boyle.

The Structure:

- This portable, "tension" structure is a composite, fabric membrane made by Sprung Inc. a Utah-based company. See Sprung shelter projects at: <http://www.sprung.com/structures/municipal-buildings/homeless-shelters/>
- The 60'x150' structure will sit on a concrete pad and provide approximately 9,000 SF of dormitory-like sleeping space.
- The double shell insulated structure will be fully heated and air conditioned providing a safe, warm setting for its residents. Sprung nonresidential structures currently exist in the Portland area in a number of locations, including at Portland International Airport, on the Intel campus, and at a church in Tigard.
- The cities of San Francisco, San Diego and Fresno currently utilize Sprung structures as part of their strategy to shelter and transition their homeless citizens.
- See San Francisco navigation center plans at: <http://www.sfexaminer.com/bayshore-boulevard-navigation-center-approval-sf-planning-commission/>

Capacity: 100-120 guests

Timeline: The center can be constructed in two months and is scheduled to open in fall 2018

Cost To Build & Operate:

The total development cost for the Navigation Center is estimated to be \$1.5 – to \$2.0 m. Annual operating costs are projected at \$1.5 to \$2.5 m per year depending on the level of services offered.

- Most construction, materials and equipment for the center will largely be provided through in-kind services and donations.
- The proposed site for the Navigation Center is a parcel of land underneath the west end of the Broadway Bridge, between Naito Parkway and Union Station. The site will be leased to OHOH by Prosper Portland (formerly the PDC, the City of Portland redevelopment agency), the current property owner.
- Oregon Harbor of Hope is and will continue to engage the local neighborhood to ensure the facility becomes an asset to the community. Safety, security, and public acceptance are of paramount importance to ensure the Navigation Center is successful.
- Hygiene facilities includes a 2,500 square modular unit (previously built but not used) with showers, toilets, and laundry facilities and will be leased by the City of Portland to OHOH. On site meals (breakfast & dinner) will be provided each day to all residents.

Operations & Programming:

- The initial program will accommodate adult men, women and couples.
- OHOH is working with “navigators” in many local social service organizations to set up an effective service delivery system, including access to medical care, mental health support, and job training. It is likely the Navigation Center will be divided into areas dedicated to assessment, counseling, a community space, secure sleeping and storage and will accept dogs/pets.
- The operator of the facility will be selected through a competitive selection process to assure professional management, effective service coordination, and the level of navigation envisioned by Oregon Harbor of Hope. A check-in and registration system off-site will be developed.

House Rules:

- No smoking, drug use or alcohol will be allowed onsite.
- Camping will not be allowed outside the facility, which is located within the downtown Clean and Safe District.

Security:

- The Navigation Center will include a community garden, and be protected by a landscaped, cyclone fence to assure safety for the guests and the neighborhood. Security will be 24 hours a day both inside the facility and outside the fence in the immediate neighborhood.
- OHOH is working with the Portland Police Bureau, Portland Police Union and the affiliated Service Coordination Team to assure safety.
- OHOH will sign a “Good Neighbor Agreement” with nearby residents, property owners and business owners before the Navigation Center opens.




Broadway Bridge Ramp site Navigation Center & Temporary Shelter rendering



OREGON HARBOR OF HOPE
NAVIGATION CENTER AND
TEMPORARY SHELTER



Property Information – Broadway Bridge Site

Property Stats			
Property Name / AKA	Broadway Bridge Site	One Waterfront North & South	
Property Description	Vacant fenced land		
Address(s)	NW Naito Parkway		
RNumber(s)	R508394; R508395		
Tax Lot Description	PARTITION PLAT 2001-69, LOT 1 LYING SELY OF NWLY R/W OF BROADWAY BRIDGE; PARTITION PLAT 2001-69, LOT 1 LYING NWLY OF NWLY R/W OF BROADWAY BRIDGE		
Photo / Aerial			
URA	North: River District; South: Downtown Waterfront		
Zoning / Map	North: EX-Central Employment, d-Design Zone; South: EX-Central Employment, d-Design Zone & CX-Central Commercial, d-Design Zone		
Lot Size	1.97 acres (86,015 sq ft)		
Building SF	0 sq ft		
Acquisition Date	October 22, 1987 (part of the Union Station Acquisition)		
Property Management			
Internal/External Management	Internal		
Development Lead/PM	Eric Jacobson		
Project Team	Ian McLeod; Ember Breckenridge		
Holding Plan	Manage & maintain the property in a way that minimizes risks and holding costs, while maintain it in a clean and respectable manner. Provide maintenance, landscape, fencing, and security.		
Interim Activity Strategy	Available for interim use, such as parking, events, and construction staging.		
Utilities	There are no active utilities on site.		
Due Diligence			
Appraisal (most current)	April 21, 2016; 8,770,000; Integra		
ALTA / As-Built	<input checked="" type="checkbox"/> ATLA	Date: 2008	<input type="checkbox"/> As-Built Date:
Title Report	Date: June 2, 2015		Company: Chicago Title
Title Easements / Agreements	See attached title report		
Site Constraints	No direct vehicle access from NW Naito Parkway onto property; requires accessing over northern property owners property.		
Environmental (Key docs)	Record of Decision (DEQ, June 1998) Contaminated Media Management Plan (Hart Crowser, January 2011)		
Environmental Background	Shallow soil contamination is present in shallow soil due to historical railroad use		

	and is currently enrolled in the Oregon Department of Environmental Quality’s (DEQ’s) Voluntary Cleanup Program. PDC has conducted numerous studies to characterize the contamination. The DEQ Record of Decision (ROD) and Contaminated Media Management Plan (CMMP) outline the actions required to remediate the contamination. The ROD and selected environmental remedy for the site require the installation of a protective environmental cap. At a minimum, the cap must consist of demarcation fabric overlain by two (2) feet of clean fill or hardscape features associated with redevelopment. An estimated protective cap construction cost for the One Waterfront Lots is approximately \$170,000.
Approvals/Plans/Resolutions	
FIC Approval(s)	
Board Approval(s) & Resolution(s)	Acquisition: Acquired in 1987 via Warranty Deed from Portland Terminal Railroad Company as part of a 31-acres redevelopment opportunity in connection with the River District and DTW URA Plans.
Plan(s)	River District URA Plan; Downtown Waterfront URA Plan
Framework(s)	
Financial Sustainability Goal	Dispose
2015-2020 Prosper Portland Strategic Goal	Objective 1: Create Healthy, Complete Neighborhoods Throughout Portland
Equity Goal	
Current Agreements	
Permit(s) / Lease(s)	None
LOI / MOU / DDA / PSA	None
Obligations	None
Additional Information	
Appraisal(s) (additional)	a) December 09, 2014; \$6,880,000; Integra b) November 15, 2007; \$5,200,000; Integra
Notes	