

# **BURNSIDE**

## **Transportation and Urban Design Plan**



## **Pre-Planning Phase Summary Report**

**October 2000**



**For more information about this project, contact:  
Bill Hoffman, Project Manager  
Portland Office of Transportation  
1120 SW 5th Avenue, Suite 800  
Portland OR 97204**

**(503) 823-7219  
e-mail: [bill.hoffman@trans.ci.portland.or.us](mailto:bill.hoffman@trans.ci.portland.or.us)**

**visit the project web site at  
[www.burnsideproject.org](http://www.burnsideproject.org)**

**The Portland Development Commission  
funded the Pre-Planning Phase.**



# TABLE OF CONTENTS

	Page
<b>I. PROCESS OVERVIEW</b>	
Introduction	3
Description of Pre-Planning Phase	4
Summary of Planning Process	5
<b>II. WHAT WE LEARNED ABOUT BURNSIDE</b>	
Overview of Burnside's Past	7
Summary of Plans and Policies Affecting Burnside	10
Existing Classifications and Zoning	15
Issues and Needs for Burnside	17
Bibliography of Documents Referencing Burnside	21
Summary of Existing Plans for Burnside	25
<b>III. SCOPE OF WORK FOR BURNSIDE</b>	
Scope Overview	27
Work Program	28
Process Diagram	37
<b>IV. COMMITTEES AND TEAMS</b>	
Stakeholder Advisory Committee Roster	39
Technical Advisory Committee Roster	40
Project Team	41
Project Advisors	41

# **PROCESS OVERVIEW**



## **Introduction**

Burnside Street has played an important role in Portland's transportation system for many years as a major east-west route that runs through downtown and touches several other business districts and neighborhoods. Burnside's street and sidewalks are old and need to be reconstructed or repaired, providing an unusual opportunity to think about how the street will serve the community in years to come.

This project has three phases: pre-planning, planning, and implementation. This document describes the pre-planning phase, which was designed to reach agreement on the topics to be addressed and the process to guide the planning effort. The product of the pre-planning phase is the scope of work for the planning process. It describes the tasks and activities that will take place to produce the final Burnside Transportation and Urban Design Plan.

The planning process is being managed by the Portland Office of Transportation with funding from the Portland Development Commission, the Office of Transportation and a federal transportation grant.

## Description of Pre-Planning Phase

The pre-planning phase was designed to identify the range of issues and needs that have already been articulated for Burnside, obtain community input on the direction and scope of the planning process, and develop a scope of work that responded to the range of issues that were raised.

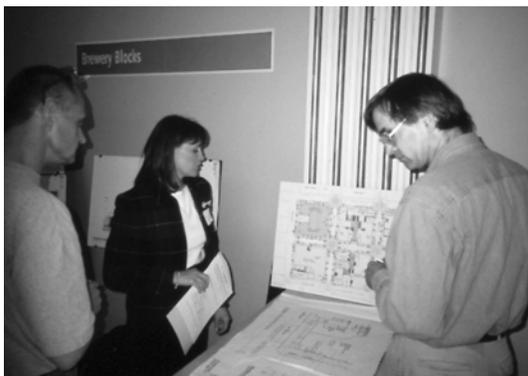
The project team conducted research to obtain information on Burnside's past, as well as recent planning efforts that have included portions of Burnside in their recommendations. This preliminary information is presented later in this report.

During this phase, a Stakeholder Advisory Committee, representing the affected neighborhoods, business associations, major planning efforts, business owners, property owners, social service agencies, and community members, was formed to guide the team on the process and scope of the planning process. This committee will continue to work throughout the planning phase of the project.

In May, a community workshop was held to identify issues and needs from residents, business owners and property owners. More than 18,000 people in or near the project area received a workshop announcement and project description in the mail.

During the process, the project team enlisted the assistance of several transportation and urban design professionals. These advisors met with the project team three times to review the existing data about the street and formulate a set of tasks that would become the draft scope of work. This draft scope was then reviewed and refined by the Stakeholder Advisory Committee. Finally, the project team developed a budget based on the draft scope of work. The final recommended scope of work is presented in the third section of this report.

As noted above, the first public workshop gave community members an opportunity to voice their issues and needs for Burnside. Participants visited stations describing existing plans and policies and worked in small groups to discuss their opinions.



## Summary of Planning Process

The process for developing the Burnside Transportation and Urban Design Plan will consist of four phases or tasks. The first task will include collecting data and information about existing conditions, analyzing the information, and developing some ideas about opportunities and constraints that will affect the possible plan outcomes.

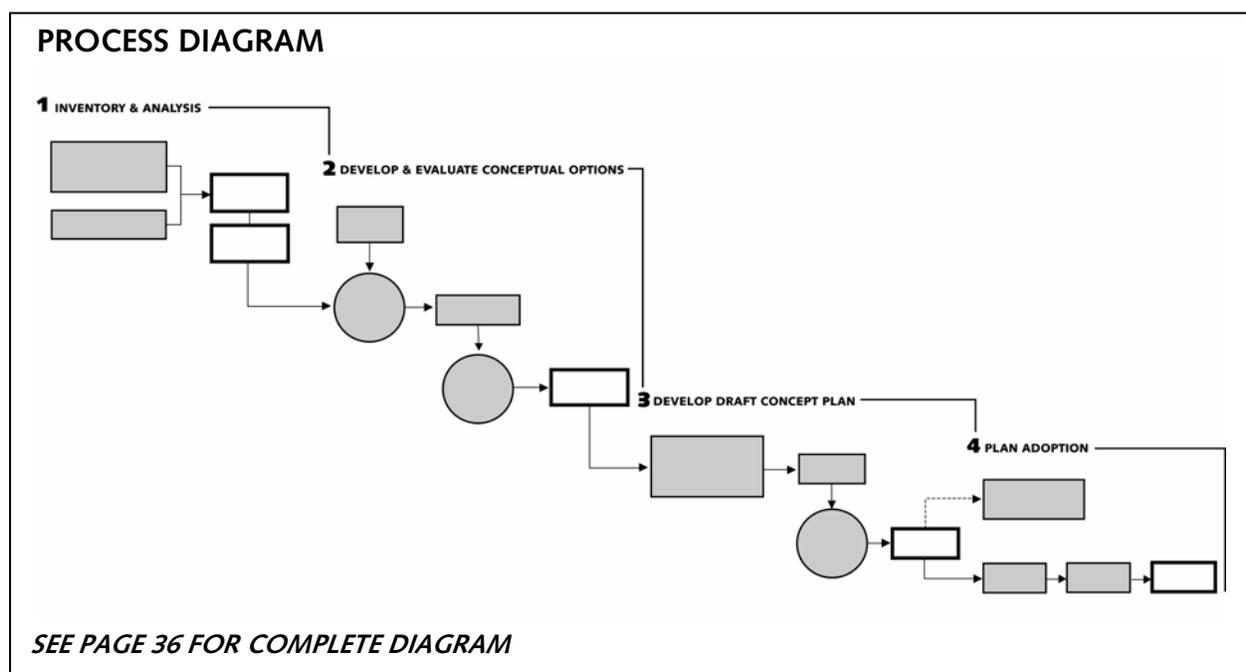
The second task will be an exploration of a wide range of approaches to improvements to develop several scenarios of possible design concepts. This will allow the project team to capture the range of possibilities and evaluate the impacts of a variety of designs against a set of program guidelines that will be developed early in the process. Through analysis and evaluation, the scenarios will be refined into a preferred concept.

The third task will involve drafting the conceptual plan, implementation strategies and phasing recommendations. This draft plan will be circulated to the community for review. Revisions to the plan will be made based on the comments received.

The final step will be to present the plan to various appointed boards and then to the City Council for adoption.

Public outreach will be an important component of the planning process. The project will be guided by a stakeholder advisory committee (page 38). This committee is expected to work closely with the project team throughout the project.

In addition, the project team will provide opportunities for community information and input at each major decision point, including workshops and open houses, surveys, project newsletters and a web site ([www.burnsideproject.org](http://www.burnsideproject.org)).



# **WHAT WE LEARNED ABOUT BURNSIDE**

## WHAT WE LEARNED ABOUT BURNSIDE

### Overview of Burnside's Past

#### Burnside's Early Days

Burnside Street originally was named B Street as part of the “Alphabet District” in northwest Portland that was laid out by Captain Couch. B Street extended from the waterfront to 16<sup>th</sup> Avenue, where it joined Washington Street to continue westward. What we call Burnside Street west of 16<sup>th</sup> today was considered an extension of Washington, not B Street. This combination of B and Washington Streets formed the principal east-west thoroughfare from the river and led to Tuality Road, a rough road winding through present-day Washington Park over the west hills to the Tualatin Plains.

Burnside became notorious in the 1860s for liquor and card rooms that drew the sailors from the large dock at the foot of B, C, and D Streets. The street's reputation for saloons and sailors made it almost impossible for respectable businesses to be located on Burnside.

By 1892, the street's name was changed to Burnside, after David W. Burnside, an early Portland merchant. By this time, the area north of Burnside was home to railroad, Union Station or hotel workers, who lived in the older, less expensive homes available there. This area also had a more racially diverse population than other parts of the city, and housed a large proportion of Portland's African-American population at that time. Four churches serving predominantly African-American congregations were established in northwest Portland between 1862 and 1901.

#### New Improvements: The Streetcar and the Bridge

In 1903, the Burnside streetcar line opened to link the old Nob Hill neighborhood on the west to the newer Buckman neighborhood to the east. The line was shortlived, closing in 1915, possibly due to the undesirable nature of the street through which it passed. However, various other streetcar lines continued to run over most of the same tracks for many more years.



The Bennett Plan of 1912 proposed to widen Burnside and make it the great east-west axis of the city, dividing the retail district from the wholesale district. The plan also envisioned a “grand cross” of intersecting axial of Burnside with Union Avenue on the east and with the Park Blocks on the west. On the east side, Bennett also encouraged the city to extend Sandy Road west to meet East Burnside.

In 1919, the *Report on City Planning and Housing Survey* by Charles Cheney recommended a new bridge at Burnside Street to relieve congestion on downtown bridge crossings. Traffic had become a big issue in Portland as the number of cars in Multnomah County increased from 20,000 in 1917 to 79,000 in 1925.

The Burnside Bridge opened in 1926, and according to one source, worsened auto congestion downtown because it increased the number of cars that could get across the river. The new bridge included wide walkways, balustrades and ornamental lighting. The center lanes were dedicated to the streetcar lines with an underpass providing passenger access to the stops in the middle.



### **Burnside Gets Wider**

By 1931, the need for more roadway space led to a street widening project on both East and West Burnside. On the west, Burnside was widened from the bridge approach to the Park Blocks. Building fronts were chopped off and rebuilt at the new sidewalk line to add an extra lane. On the east side, the first floor of many buildings became an arcade to accommodate a new sidewalk as the old sidewalk gave way to another traffic lane.



Another citywide plan to propose changes to the street was the 1932 Bartholomew Plan, which proposed widening Burnside to 100', or an eight-lane capacity, from West 21<sup>st</sup> Avenue to East 12<sup>th</sup> Avenue. The plan also proposed changes to the intersection at Burnside, 12<sup>th</sup> and Sandy on the east side.

Washington Street west of 16<sup>th</sup> became Burnside Street in 1933 when the city systemized the street names and numbers. A couple of years later, property owners petitioned to change Burnside's name to Bonneville, but historical organizations protested and the name remained Burnside.

### **Growing Auto Congestion**

As early as 1935, recommendations to remove the streetcars from the Burnside Bridge to provide more room for cars were made. Also during the 1930s, Burnside was home to most of the city's auto dealerships, because most of the people who could afford to buy cars lived in the surrounding neighborhoods of Nob Hill and the West Hills.

During World War II, little changed on Burnside. But as soon as the war was over and the economy was booming, Burnside and other city streets began carrying a heavier traffic load with more people driving. Even with the increased traffic, upper Burnside still retained the wider sidewalks, ornamental lighting, and on-street parking at least part of the day through the 1950s.

### **New Proposals for Burnside**

In the mid-1960s, a couplet on West Burnside and NW Couch was proposed from the bridge to NW 23<sup>rd</sup> to alleviate traffic congestion. While the couplet was not built, a vestige of this concept remains in the extra overpass at I-405 and Couch.

On the east side, a proposal called the Fowler Plan recommended a grade-separated intersection at Burnside, 12<sup>th</sup> and Sandy. While this idea was never fulfilled, the issue of traffic congestion at this intersection has been studied several times over the intervening decades.

### **Burnside's Future**

As the city's population and traffic have increased, Burnside has continued to play an important role in the city's transportation network. Increased interest in several of the districts and neighborhoods adjoining Burnside has raised issues about Burnside and its role. Plans and redevelopment projects in Old Town/Chinatown, the West End, Lower East Burnside Redevelopment, the Civic Stadium and Goose Hollow Area, NW 23<sup>rd</sup>, the Pearl District and the Brewery Blocks all impact the uses and needs for Burnside, and paint their own picture about the street's future.

## **Summary Of Plans And Policies Affecting Burnside**

### **A Vision Plan for the West End, 1999**

#### **Association for Portland Progress and Portland Development Commission**

##### *Public Improvements*

- Redevelop Burnside to establish as front door for the district, rather than a barrier between the West End and the Pearl District.
- Street improvements on Burnside should enhance the pedestrian environment and change the atmosphere of Burnside to one you are within rather than one you pass through.
- Create an identifiable gateway to the West End.
- Improve Burnside to link the West End with the Pearl District.
- Intersections at 10<sup>th</sup> and 13<sup>th</sup> provide the greatest potential for developing enhanced pedestrian crossings and plaza areas.
- Build Central City Streetcar stops adjacent to Burnside at Powell's.
- Redesign Burnside with continuous treatment from 9<sup>th</sup> Avenue to I-405.
- Develop plazas along Burnside at critical intersections to identify the District.

##### *Private Improvements*

- Encourage exterior improvements to area buildings.
- Identify redevelopment opportunities on parcels abutting intersection plazas.
- Redevelop the Telegram Building.
- Preserve and encourage redevelopment of the existing building stock.
- Develop new infill projects to reinforce the varied character of the existing built environment.

##### *Brewery Blocks*

- Establish a front door on Burnside which includes retail uses.
- Connect to other parcels along Burnside with continuous sidewalk improvements.
- Incorporate improved pedestrian facilities and crosswalks.

### **Eastbank at Burnside: Lower East Burnside Redevelopment Plan, 1999**

#### **Portland Development Commission**

- Evaluate and implement a plan to increase on-street parking, either on Burnside or nearby streets.
- Investigate the possibility of off-peak left turn signals at MLK and Grand.
- Investigate the possibility of installing a signal at 7<sup>th</sup>.
- Improve streetscape with ornamental lighting, street trees, tree grates and special sidewalk scoring pattern.
- Conduct analysis of feasibility of gateway at 12<sup>th</sup> and Sandy.
- Install west side pedestrian crossing at Burnside and MLK.

### **Old Town/Chinatown Development Plan, 1999**

#### **Portland Development Commission**

- The width, high traffic speeds and difficult pedestrian crossings on Burnside create a huge barrier between Old Town and downtown.

- Provide left turn for eastbound autos onto 4<sup>th</sup> Avenue to provide access into Old Town/Chinatown from Burnside.
- Revise signal system: modify signal system to discourage the high speeds on the street.
- Reduce Burnside to two lanes and add parking: add parking meters on the street providing for parking all day. Also consider narrowing the traffic lanes in accordance with urban boulevard standards. Parking from 4<sup>th</sup> eastward should not be installed.
- Reduce excess roadway space: evaluate the operation of the street and reclaim for sidewalks and public space areas that are not needed for autos. Included are reduction of 3<sup>rd</sup> and 4<sup>th</sup> Avenues south of Burnside that have excess capacity for autos.
- Increase the number of pedestrian crossings.
- Provide grants for street front improvements.
- Commence the study of reconstruction of Burnside as soon as possible.
- Increase pedestrian amenities, including curb extensions at crossings, more crossings, eliminating the median and wider sidewalks where possible. Provide special paving for crosswalks and improve street frontage.
- Revise median design: consider removing median everywhere except between 4<sup>th</sup> and 5<sup>th</sup> to accommodate bus left turn to the transit mall and auto left turn at 4<sup>th</sup> into the area.

### **District Retail Strategies: Phase II, 2000**

#### **Portland Development Commission, Association for Portland Progress Retail Merchandising Mix Plan**

- Burnside is described as a “barrier” for Old Town/Chinatown, the Pearl District and the Crossroads subdistrict of the West End.
- Burnside presents a “negative first impression” to visitors of the Pearl District and Old Town/Chinatown.
- The width and speed of traffic present a danger to pedestrian crossings.
- Traffic and pedestrian circulation in the Burnside Triangle is a challenge.

### **Bridge the Divide and Cap I-405 Vision Study, 1998**

#### **City of Portland, American Society of Landscape Architects**

- Priority action area is West Burnside-Civic Stadium/West End.
- Develop three capped blocks in West Burnside. (Bright Light District)
- Build on the existing urban form...serve as a surface route gateway into the downtown and the West End, reconnect four neighborhoods.
- Burnside traffic is slowed by an oval plaza that creates a more pedestrian-oriented environment.

### **Good Neighbor Agreement (Civic Stadium), 2000**

- PFE shall retain a traffic engineering firm to prepare a Comprehensive Transportation Management Plan based on the study conducted by David Evans and Associates.

## **Goose Hollow/Civic Stadium Planning Committee, Summary of Committee Vision, 2000**

- Improve pedestrian crossings at 18<sup>th</sup>, 19<sup>th</sup>, Trinity Pl., 20<sup>th</sup>, 20<sup>th</sup> Pl. and 21<sup>st</sup>, and reconfigure intersections at 20<sup>th</sup> Pl., 19<sup>th</sup> and 18<sup>th</sup>.
- Change 19<sup>th</sup> to a 2-way street from Morrison to Burnside; design to close it for special events.
- Close Morrison from Burnside to 20<sup>th</sup> Ave. for pedestrian way
- Development opportunities on south side of street on blocks between 19<sup>th</sup> and Trinity, and between Trinity and 20<sup>th</sup> Ave with Civic Plaza that joins stadium to Burnside at Trinity (current site of Stadium Apts. and Blockbuster video). Opportunity to widen Burnside and provide turn lanes or wider sidewalks.
- Development opportunities on north side of street on blocks between 16<sup>th</sup> and 17<sup>th</sup>, between 18<sup>th</sup> and 19<sup>th</sup> (site of McDonalds) and between 19<sup>th</sup> and Trinity (site of car wash, BJ's pizza).
- Conduct urban design study to look at Burnside from I-405 to 23<sup>rd</sup> as a linear outdoor "room" to tie Goose Hollow and NW neighborhoods through building height, mass and use.

## **Goose Hollow Station Community Plan, 1996**

### **Portland Planning Bureau**

- Pursue a corridor study that focuses on the development of Burnside Street as a place that integrates pedestrians, cars and bicycles in a quality environment. Identify improvements for safe and convenient crossings at specific locations and design standards for future adjoining developments.
- Improve pedestrian crossings along I-405, especially the Burnside, Salmon and Columbia/Jefferson couplet. The bridge crossings and parallel streets adjoining I-405 need adequate sidewalks, curb cuts and signalization for pedestrians.
- Examine building heights, FARs and bonuses along W. Burnside commercial zone that addresses the character and scale of the neighborhood and continuity of the street.
- Apply a special building setback of 10 feet for new development on both sides of Burnside between SW 10<sup>th</sup> and SW 21<sup>st</sup> Avenues. This is intended to enhance pedestrian and retail activities along the street in support of the design boulevard extension west from the Park Blocks. New development gradually will open pedestrian opportunities among older, historically rich buildings on the street.

## **Goose Hollow District Design Guidelines, 1996**

### **Portland Planning Bureau**

- Enhance West Burnside as a boulevard extending and improving its boulevard treatment and its environment for pedestrians west of the Park Blocks.
- Buffer and separate the sidewalk from vehicular traffic with street trees, plantings and bollards.
- Enhance the pedestrian promenade along Burnside and make it a linear focus for safe pedestrian activity by widening the space used by pedestrians and locating sidewalk cafes and food vendors in the wider pedestrian space.
- Maintain visual contact and surveillance between the inside of buildings and the adjacent public right-of-way space of West Burnside.
- Punctuate ground floors of buildings with many destination points such as entries for pedestrians and display windows.
- Locate driveways and garage entrances on side streets where feasible, rather than crossing sidewalks along Burnside.
- Provide pedestrian scale to buildings fronting the street with awnings and/or second-floor balconies.

-

## **Concept Design: The Midtown Blocks, 1999**

### **Portland Development Commission**

- Vision: the park blocks act as a north/south pedestrian link between districts.
- The Burnside connection should provide a continuous and identifiable connection between the mid-town and north park blocks; bring park continuity and pedestrian accessibility into balance with the auto-dominated Burnside corridor, enhance pedestrian crossings.
- Conduct a traffic analysis for the proposed lane reductions on Burnside Street, Ankeny Street closure, and addition of a traffic signal at Burnside (at 9<sup>th</sup>/Park).

## **Northwest District Association Plan, 2000**

- Improve connections for pedestrians along and across Burnside Street.
- Develop a detailed urban design plan for the Burnside sub-area (Burnside to approximately Davis, 16<sup>th</sup> to 23<sup>rd</sup>).

## **Central City Transportation Management Plan**

### **Portland Office of Transportation**

#### *General*

- Improved transit, bicycle and pedestrian access is essential to support Central City growth and assure livability.”
- Mode split goals for the year 2010: Transit (downtown): 60%; Transit: (north of Burnside) 40%; Walk/Bike: 10%; Rideshare: 1.3 persons per vehicle.
- In managing the supply of on-street parking, priority is first for short-term parking...
- Encourage on-street parking in locations where it provides a buffer for pedestrians.
- Support the Central City as a pedestrian-friendly environment with good connections, that are available, accessible, convenient, safe and attractive.
- Improve the quality of pedestrian crossings as part of transportation projects. At minimum, provide marked pedestrian crossings every two blocks.
- Expand transit capacity and service to the Central City as the highest priority means of increasing access to the Central City.
- Do not improve Major City Transit Streets in Northwest to accommodate greater traffic volumes.
- Ensure that all public streets within the Central City, except freeways, expressways and exclusive transitways, are accessible to bicycles.

#### *Specific to Burnside*

Encourage transit preferential improvements appropriate to a Major City Transit Street on West Burnside. With the exception of improvements at NW 23<sup>rd</sup> and Burnside, do not expand automobile capacity; projects designed for the sole purpose of expanding automobile capacity are inappropriate. Transportation projects on West Burnside should seek to reduce vehicle miles traveled, should be transit preferential, and should recognize the importance of providing pedestrian access via sidewalks and/or crossings at appropriate locations.

- Improve pedestrian safety at the intersection of E Burnside/Grant and E Burnside and MLK Jr.
- Construct vehicle and pedestrian improvements at the intersection of SE 12<sup>th</sup>, Sandy/Burnside.
- Construct boulevards on Burnside Street.
- Resolve issues related to stairways at the east end of the Burnside Bridge.
- Recognize the importance of pedestrian access to businesses in any future modification to West Burnside.
- Provide pedestrian crossings to access the Stadium light rail station from West Burnside.
- Limit traffic improvements on W Burnside to intersections and new signals.

## Existing Classifications and Zoning

### Street Classifications

Traffic:	Major City Traffic Street
Transit:	Major Transit Priority Street (from E 12 <sup>th</sup> Avenue to W 6 <sup>th</sup> Avenue)
Transit Access Street	(from W 6 <sup>th</sup> Avenue to W 19 <sup>th</sup> )
Bikeway:	Central City Bikeway (from MLK Jr. Blvd. To W 3 <sup>rd</sup> )
Pedestrian:	Central City Walkway
Trucks:	No designation

### Zoning

All base zones along Burnside, except for CG (General Commercial), have a design overlay zone (d), which promotes the conservation, enhancement, and continued vitality of areas of the City with special historical, architectural, or cultural value. This is achieved through the creation of design districts, the development of design guidelines for each district, and by requiring design review.

#### **CXd: Central Commercial**

The CX base zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

#### **RXd: Multi-Dwelling Residential**

This is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of new housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

#### **Exd: Central Employment**

This zone implements the Central Employment map designation of the Comprehensive Plan. The zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial, business, and service uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses

in the area. The development standards are intended to allow new development which is similar in character to existing development.

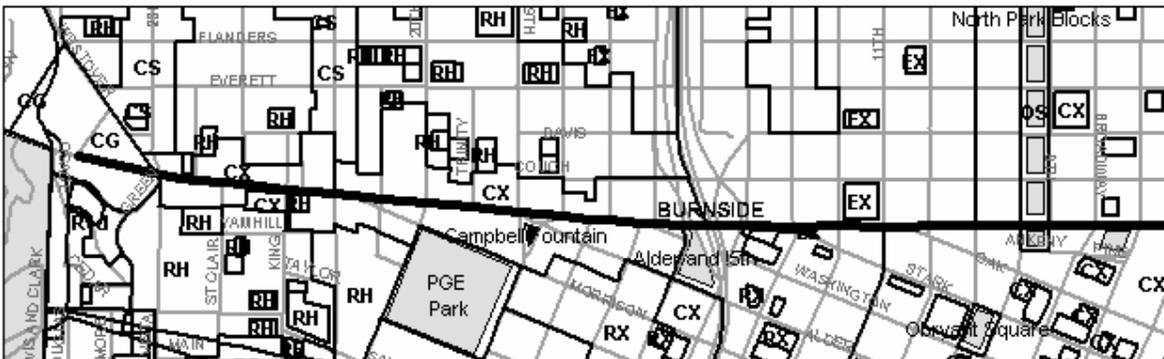
### OSd: Open Space

The Open Space zone is intended to preserve and enhance public and private open natural, and improved park and recreational areas identified in the Comprehensive Plan. These areas serve many functions including:

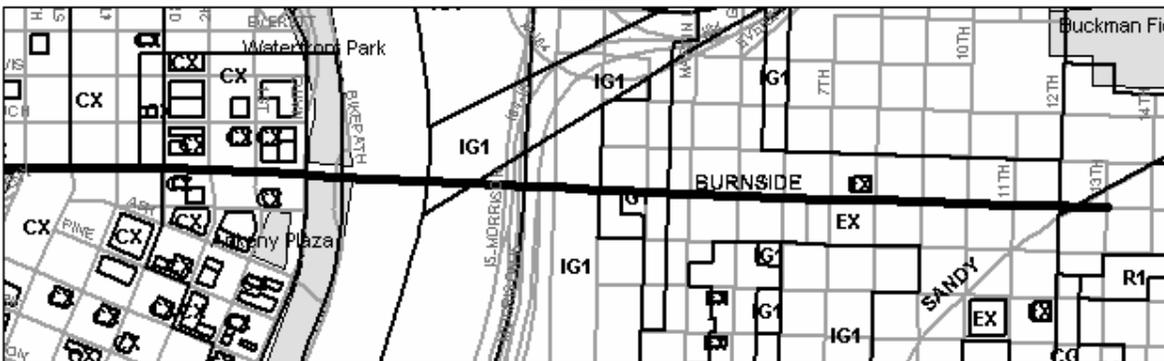
- Providing opportunities for outdoor recreation;
- Providing contrasts to the built environment;
- Preserving scenic qualities
- Protecting sensitive or fragile environmental areas; and
- Preserving the capacity and water quality of the stormwater drainage system.

### CG: General Commercial

This zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. Development is expected to be generally auto-accommodating. The zones's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, pedestrians, and the businesses themselves.



Zoning along West Burnside from NW 24th Place to 6th Avenue.



Zoning along West Burnside from 6th Avenue to East Burnside at Sandy & 12th Avenue.

## Issues And Needs For Burnside

Issues and needs for Burnside were synthesized from existing and proposed plans, comments from the May 2000 community workshop, and input from the Stakeholder Advisory Committee. This summary is intended to represent the range of ideas voiced through this process.

### Circulation

#### Traffic

##### *Turning Movements*

Need center turn lane

Allow left turns between 10<sup>th</sup> and the Bridge (west side?)

Allow left turns only at intersections with signals and at least two lanes

Allow left turns without installing left turn pockets

Add signs where left turns are allowed

Provide more access to streets off Burnside

##### *Traffic Flow/Speed/Smoothness*

Slow traffic (narrow travel lanes for cars, reduce curb radii, visual and physical devices)

Eliminate special traffic controls, barriers

Make less attractive/more difficult to drive on Burnside

More attention to local traffic

Put regional traffic on interstate system

Accommodate traffic from Washington County

Look at other options for regional traffic, such as other passes over the west hills

Improve traffic flow

Reduce through traffic

Ease congestion near I-405 and 15<sup>th</sup> Avenue/improve interchange with I-405

Wider street to accommodate four lanes or travel and on-street metered parking

Consider couplet from Front to 25<sup>th</sup>

Priority on through traffic has come at expense of local needs

Traffic volume seems to exceed capacity

Reduce curb cuts (driveways) to businesses on Burnside

Reduce number of lanes from 6 to 4 from West 9<sup>th</sup> to East 12<sup>th</sup> – eliminate right turn lanes there.

Maintain current traffic flow (do they mean volume, speed or ??)

Divert through traffic to Everett and Glisan

More traffic enforcement for speeding cars

### *Signals*

- More traffic signals (signals at every intersection)
- Improve timing of existing signals
- Enforce signals (eliminate red light running)
- Use signal timing to achieve 16-20 mph traffic flow

### **Pedestrians**

#### *Crossings & Safety (Functionality)*

- Make it easier for pedestrians to cross Burnside – longer walk cycles, more crossings
- Use double ramps at all corners so people using them aren't sent into middle of intersection
- Safer environment for walking – both physically and socially
- Create a buffer between cars and pedestrians (bollards?)
- Eliminate barriers in sidewalks
- Add pedestrian overpasses for crossings
- Pedestrian "scramble" signal at intersections
- Emphasize crossing at park blocks
- Pedestrians should not have to use push button to cross street
- Sidewalk should continue on both sides of street across I-405

#### *Pedestrian Environment*

- Wider sidewalks
- Sidewalks should be at least 8' clear from building face to parking meter
- Higher sidewalks
- Pavers on sidewalks
- Curb extensions
- Street trees and street furniture
- More green, plants, flowers
- Improve pedestrian environment – more walkable
- Pedestrian crossings should have change in paving material
- Add seating, benches
- Add ornamental lighting
- Planting strips with plants in them

### **Bikes**

- Need shoulder or bike lane
- No bike riding on sidewalk
- Allow bikes to use sidewalk
- Re-route bikes off Burnside to parallel corridor such as Everett, Glisan
- Bikes off Burnside - unsafe for bikes to be on street
- Make it easier and safer to bike

## **Transit**

- Put streetcar or trolley on Burnside
- Provide bus turnouts so buses don't stop traffic
- Better, higher level of transit service on Burnside to provide alternative to driving
- Provide separate bus lanes
- "Kiss and ride" area at the stadium
- Better and more accessible bus service
- Add mini-buses or shuttles to augment service
- Bus service should extend to Pittock Mansion

## **Parking**

- Add on-street parking
- No parking on Burnside
- Get rid of surface parking lots on Burnside

## **Trucks**

- Limit truck access to and on Burnside - trucks should use side streets for deliveries instead of blocking traffic; prohibit large trucks from using Burnside

## **General**

- Better north-south connections for all transportation modes
- Mix modes on Burnside
- Encourage more non-auto uses
- Do not allow any cars or trucks on Burnside
- Improve access to the bridge from both east and west (didn't say what modes)
- Emphasize Burnside Bridge as pedestrian connection from Waterfront Park to Eastbank Esplanade
- Design should be friendly to businesses – easy access, simplified traffic and parking
- Extend project up to tunnel
- Make it safe, especially around the bridge
- Get rid of street drinkers, drug dealing, prostitution
- Police on horses
- Improvements should serve local businesses
- Put something underground – cars, or pedestrians, or businesses
- Continue center median
- Need to deal with homeless and social needs
- Integrate all levels of society into the plan
- Reduce noise and air pollution
- No billboards
- More park-like

## **Values Stated**

- Burnside should be a two-lane traffic street with on-street parking
- Burnside should be a destination
- Goal to move people to the area, not through the area, for businesses to survive

Increase livability of the street (livability not defined)  
Pedestrians should be a higher priority than cars  
Burnside should have status of a major boulevard – is the heart of the City  
Burnside should be an active main street with lots of pedestrians- people oriented  
Parisian boulevard feel  
Should be on the scale of a major public work  
Should be a “flagship” street – Portland’s most beautiful and significant  
Burnside should retain its funkiness/character – do not sanitize it like other parts of downtown

### **Urban Design**

Improve “friendliness” around transit mall – better lighting, storefronts  
Improve facades and visual interest of buildings  
Combine modern and vintage architecture  
“Creative” architecture  
Burnside should connect districts, not divide them  
A linked collection of districts  
Friendly ground floor retail – good visual connection between inside and outside  
Night lighting on buildings  
Building set backs or arcades  
Plazas, fountains and open space – gathering places  
Create and link public places and outdoor “rooms”  
Attractive lighting  
Design guidelines to make new development consistent with the street  
Encourage more street life  
Burnside is a barrier – should be a link  
Emphasize gateways to districts, east and west sides of river  
Public art  
Four to five story high buildings to create “enclosure”  
Murals – restore old ones, paint new ones

### **Land Use**

Create more reasons for people to walk on Burnside - more businesses facing Burnside  
Independent stores – not chains or mall-type stores  
Businesses should serve local residents, employees, not visitors  
Mixed-income housing  
Stadium as center of activity  
Some businesses, such as car wash, gas station, not compatible  
Need hardware store  
Add more housing and shops – make it a real urban neighborhood  
Reinvest in Old Town  
Replace strip mall-type uses, such as McDonalds, with mixed use  
More activities and destinations on Burnside  
West of I-405, Burnside should be commercial, mixed-use street with wider sidewalks

## **Bibliography Of Documents Referencing Burnside**

### **Contemporary Publications**

*(Chronological order from most recent)*

#### **Goose Hollow/Civic Stadium Planning Committee**

Summary of Committee Vision

Draft: March, 2000

#### **District Retail Strategies: Phase II - Retail Merchandising Mix Plan**

Portland Development Commission, Association for Portland Progress

February, 2000

#### **Good Neighbor Agreement (Civic Stadium)**

2000

#### **Northwest District Plan**

Draft: November, 1999

#### **A Vision Plan for the West End**

Association for Portland Progress, Portland Development Commission

July, 1999

#### **Concept Design: The Midtown Blocks**

Portland Development Commission

May, 1999

#### **Northwest Alphabet District: National Register Nomination**

Portland Planning Bureau

March, 1999

#### **Eastbank at Burnside: Lower East Burnside Redevelopment Plan**

Portland Development Commission

February, 1999

#### **Old Town/Chinatown Development Plan**

Portland Development Commission

February, 1999

#### **Bridge the Divide and Cap I-405 Vision Study**

City of Portland, American Society of Landscape Architects

October, 1998

**River District Right of Way**

Portland Office of Transportation  
April, 1996

**Goose Hollow District Design Guidelines**

Portland Planning Bureau  
February, 1996

**River District Design Guidelines**

Portland Planning Bureau  
February, 1996

**Goose Hollow Station Community Plan**

Portland Planning Bureau  
January, 1996

**Central City Plan, Central City Transportation Management Plan**

Portland Planning Bureau, Office of Transportation  
December, 1995

**A History of Portland's African American Community (1805 to the present)**

Portland Bureau of Planning  
February, 1993

**Historical Documents**

*(Chronological order from most recent)*

**NW 23<sup>rd</sup>/Burnside and NW Traffic Circulation Projects**

Bureau of Transportation Planning & Finance  
December, 1986

**Historic Resources Inventory**

Portland Planning Bureau  
May, 1984

**NW Transportation Study**

1982

**The Portland Planning Commission: An Historical Overview**

Portland Bureau of Planning  
December, 1979

**Planning Guidelines, Portland Downtown Plan**

1972

**Proposed Mass Transit Plan by W. W. Amburn**  
Civil Works Administration (federal government)  
1935

**A Program of Street Widening for Portland, Oregon**  
June, 1933

**Report on Proposed System of major Streets and Development of Waterfront**  
Bartholomew & Associates  
1932

**Report on City Planning and Housing Survey by Charles Cheney**  
Adopted by Portland Planning Commission  
1919

**The Greater Portland Plan**  
By Edward H. Bennett  
October, 1912

**Portland Names and Neighborhoods: Their Historic Origins**  
By Eugene E. Snyder  
Binfort & Mort Publishers, Portland, Ore.  
No date

**Eastside Neighborhood Growth: The Role of the Streetcar**  
By Richard Thompson, Georgia-Pacific Historical Museum  
No date



### Goose Hollow Station Community Plan (Jan. 1996)

- Develop Burnside Street as a place that integrates pedestrians, cars and bicycles in a quality environment.
- Identify improvements for safe and convenient crossings at specific locations and design standards for future adjoining developments.
- Improve pedestrian crossings along I-405, especially Burnside Street with adequate sidewalks, curb cuts and signalization for pedestrians.
- Examine building heights, FAR's and bonuses along West Burnside commercial zone to address the character and scale of the neighborhood and the continuity of the street.
- Apply a special setback of 10 feet for new development on both sides of Burnside Street between SW 10<sup>th</sup> and SW 21<sup>st</sup> Avenues.

### Goose Hollow District Design Guidelines (Feb. 1995)

- Buffer and separate the sidewalk from vehicular traffic with street trees, plantings and bollards.
- Enhance the pedestrian promenade along Burnside Street and make it a linear focus for safe pedestrian activity by widening the sidewalk.
- Maintain visual contact and surveillance between the inside of the buildings and the adjacent public right-of-way space on Burnside Street.
- Punctuate ground floors of buildings with many destination points such as entries for pedestrians and display windows.
- Locate driveways and garage entrances on side streets where feasible, rather than crossing sidewalks along Burnside.
- Provide pedestrian scale to buildings fronting the street with awnings and/or second floor balconies.

### Bridge the Divide and Cap I-405 (Oct. 1998)

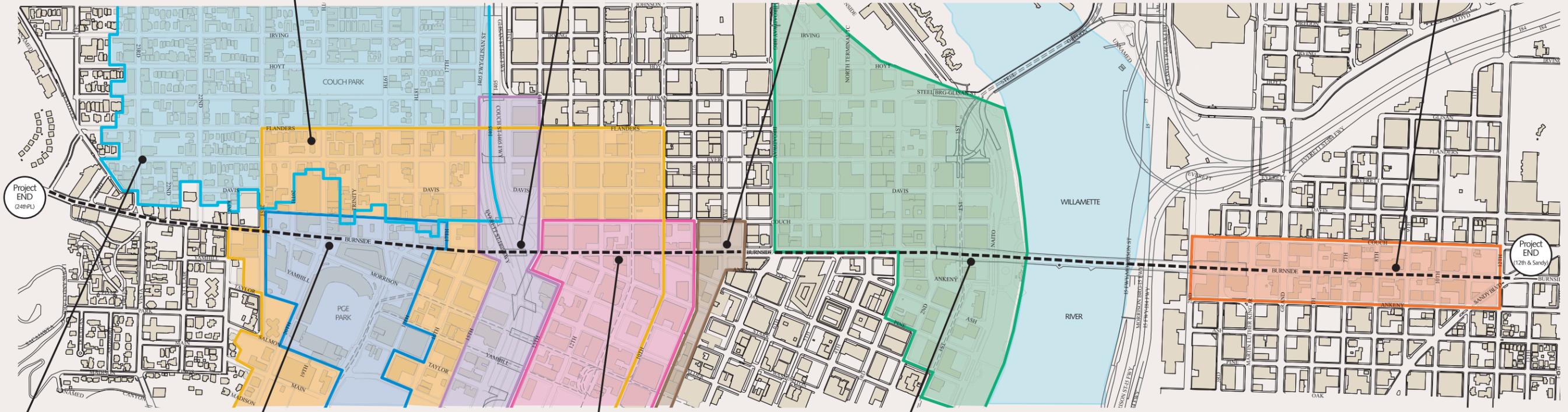
- Develop capped blocks at West Burnside Street.
- Build an oval shaped plaza at West Burnside Street over I-405 that slows traffic and provides a more pedestrian oriented environment.

### Midtown Blocks (May, 1999)

- Vision: The Park Blocks act as a north/south pedestrian link between districts.
- Provide a continuous and identifiable connection between the mid-town and North Park Blocks across West Burnside Street.
- Bring park continuity and pedestrian accessibility into balance with the auto-dominated Burnside Street corridor, enhance pedestrian crossings.
- Conduct a traffic analysis for the proposed lane reductions on West Burnside Street.
- Add a traffic signal at West Burnside Street and 9<sup>th</sup>/Park Avenues.
- Improve streetscape at Burnside near bathrooms.

### Lower Burnside Redevelopment Plan (Feb. 1999)

- Create an identity that reflects the character of the Central Eastside.
- Increase on-street parking on or near East Burnside Street.
- Investigate possible off-peak turn signals at Grand Avenue, MLK and East Burnside Street.
- Investigate possible signal at 7<sup>th</sup> Avenue and East Burnside Street.
- Improve streetscape with ornamental lighting, street trees, tree grates and special sidewalk scoring pattern.
- Analyze feasibility of gateway feature at 12<sup>th</sup> Avenue/Sandy Boulevard and East Burnside Street intersection.



### Northwest District Plan (Apr. 2003)

- Create a gateway at NW 18<sup>th</sup>/19<sup>th</sup> Avenues and West Burnside Street.
- Improve pedestrian and bicycle connections across West Burnside Street.
- Improve pedestrian and bicycle access across I-405 on West Burnside and NW Couch Street.

### Goose Hollow/Civic Stadium Committee Vision (Mar. 2000)

- Improve pedestrian crossings at 18<sup>th</sup>, 19<sup>th</sup>, Trinity Place, 20<sup>th</sup>, 20<sup>th</sup> Place and 21<sup>st</sup>.
- Reconfigure intersections at 20<sup>th</sup> Place, 19<sup>th</sup> and 18<sup>th</sup> Avenues.
- Change 19<sup>th</sup> Avenue to a two-way street from Morrison Street to West Burnside Street; design street so it could be closed for special events.
- Close Morrison Street from West Burnside to 20<sup>th</sup>.

### Vision Plan for the West End (July, 1999)

- Redevelop Burnside Street as the district's front door.
- Enhance the pedestrian environment.
- Create a gateway to the West End at West Burnside Street.
- Improve the link across Burnside Street to the Pearl District.
- Enhance intersections of 10<sup>th</sup> and 13<sup>th</sup> Avenues and West Burnside Street.
- Provide a continuous streetscape treatment on West Burnside Street from 9<sup>th</sup> Avenue to the I-405 bridge overpass.

### Old Town/Chinatown Development Plan (Dec. 1999)

- Remove the barriers that West Burnside Street possesses: width, high traffic speeds and difficult pedestrian crossings.
- Provide a left turn lane for eastbound West Burnside Street traffic onto 4<sup>th</sup> Avenue.
- Revise progressive signal system to discourage high speeds.
- Reduce West Burnside Street to two lanes in each direction rather than three; add parking meters on street.
- Reclaim sidewalk space by reducing excess roadway space.

- Increase the number of pedestrian crossings.
- Commence study for the reconstruction of West Burnside Street as soon as possible.
- Add curb extensions.
- Revise or eliminate medians.
- Provide special paving at crosswalks.

NOTE: This drawing only represents a preliminary survey and summary of existing plans for Burnside. It is not the Burnside Transportation and Urban Design Plan.

## SUMMARY OF EXISTING PLANS FOR BURNSIDE AND ENVIRONS

## Burnside Transportation and Urban Design Plan

DATE



# **SCOPE OF WORK FOR BURNSIDE**

## SCOPE OVERVIEW

### Mission

A project for Burnside Street that responds to the diverse needs of the street and its surrounding neighborhoods, identifies functional and aesthetic improvements to the right-of-way, and establishes a blueprint for public and private investments.

### Project Boundaries

The plan will recommend transportation and urban design improvements for Burnside Street from Northwest 24<sup>th</sup> Place to the intersection of East Burnside, 12<sup>th</sup> Avenue and Sandy Boulevard. The plan also will consider the adjacent street network in the context of improvements to Burnside Street.



# **SCOPE OF WORK FOR BURNSIDE**

## **Work Program**

### **Task A. Public Involvement and Outreach**

#### **Method**

Community participation in this project will be critical to its success. City staff will direct the community outreach process with the assistance of the consultant team. A stakeholder advisory committee will meet regularly, and City staff and the consultant team will conduct public workshops and open houses at key points in the process. The consultants will be expected to present project material and participate in the meetings, workshops, and open houses.

#### **Objectives**

1. Ensure that there are adequate opportunities for participation and input throughout the project by the public, property owners, business owners, neighborhoods and business associations.
2. Ensure that the plan responds to community values and issues.
3. Provide high quality information and a structured involvement process to support informed decisions and consent.
4. Develop and implement a process to reconcile potential differences with stakeholder groups between adopted plans and policies and plan recommendations.
5. Develop and implement a process to maintain ongoing communication of the planning process to the community and public and private stakeholders.

#### **Tasks**

1. Refine public involvement strategy
2. Add to SAC as necessary
3. Establish database of stakeholders, property owners and business owners
4. Prepare SAC & TAC briefing manuals
5. Manage Outreach Program
6. Interviews, walking tours, committee meetings, and public workshops are noted by tasks (below)
7. Newsletter: project background & schedule
8. Web Site: project background & schedule

#### **Products**

1. Public involvement strategy and schedule
2. Database of stakeholders, property owners and business owners
3. Interviews, walking tours, committee meetings, and public workshops/open houses
4. Report(s) summarizing interviews, walking tours, meetings, and public workshops/open houses
5. Project newsletters and web site updates

## **Task B. Collect Data and Report on Analysis of Constraints & Opportunities**

### **Method**

Collect existing conditions base data information for the project corridor and analyze it to determine the opportunities and constraints. Integrate the collected information with the community's input on how they use and want to use Burnside Street to produce a set of values, guiding principles and evaluation criteria for the plan. (See the following Attachment A for type of base data being collected.)

### **Objectives**

1. Identify the community (SAC) values for Burnside
2. Ensure that all appropriate existing conditions base data is collected and included in decision-making.
3. Organize, integrate and present the existing conditions base data so that it can be easily understood.
4. Synthesize the information into an opportunities and constraints analysis, guiding principles and evaluation criterion
5. Identify short-term solutions for traffic operations

### **Tasks**

#### *Data Collection*

1. Team meeting: coordinate Task B. work effort
2. Review and revise summaries of Burnside area planning documents and develop a composite of recommendations for the street
3. Review and summarize land use policy for area along and adjacent to Burnside
4. Develop base maps
5. Collect and document existing conditions base data (Attachment A)
6. Conduct walking tour of project area for SAC
7. Interview key stakeholders
8. Team meeting: preparation for SAC; review data inventory; draft values
9. SAC meeting: review data inventory; identify values

#### *Analysis*

1. Analysis of opportunities and constraints by discipline
2. Analysis of market and redevelopment potential (by others)
3. Analysis of building facades opportunities/constraints (optional by others)
4. Team work session: synthesize opportunities/constraints
5. Identify draft guiding principles and evaluation criteria
6. Draft Task B. summary report: values, opportunities & constraints; guiding principles; evaluation criteria
7. Team meeting: preparation for TAC & SAC meeting & workshop
8. TAC meeting: opportunities & constraints; guiding principles; evaluation criteria
9. SAC meeting: opportunities & constraints; guiding principles; evaluation criteria
10. Workshop: opportunities & constraints; guiding principles; evaluation criteria
11. Team meeting: synthesize feedback from TAC, SAC, workshop

12. Revise Task B. summary report: values opportunities & constraints; guiding principles; evaluation criteria
13. Newsletter: values; opportunities & constraints; guiding principles; evaluation criteria
14. Web site: values; opportunities & constraints; guiding principles; evaluation criteria

### **Products**

1. Summary and composite graphic of proposed/adopted neighborhood, district and major project plans within and adjacent to the study area
2. Summary of all planning policy affecting the area
3. Existing conditions base data, including but not limited to the information described on the data list (Attachment A)
4. Transportation existing conditions technical memorandum with opportunities and constraints and conclusions (Attachment A).
5. Base map and mapped layers as appropriate to represent collected data
6. Values, design principles and evaluation criteria
7. Task B. summary report that includes values, opportunities & constraints, guiding principles and evaluation criteria and employs narrative text, maps and diagrams to describe this phase of the project
8. Summary of workshop, SAC and TAC input on data, analysis, design principles and evaluation criteria
9. Project newsletter produced and mailed
10. Web site update.

## **Task C. Develop and Evaluate Conceptual Options**

### **Method**

The final product of this task is a preferred urban design concept for Burnside Street. To arrive at this is to start with a general overview of how the street might look and function and work down to a specific preferred concept. The first level of analysis will use a set of “conceptual archetypes” to establish the broad conceptual approach. The product of this exercise will then be refined into 3-5 urban design concepts, which will be analyzed and evaluated. Based on this evaluation, a final concept will be selected.

### **Objectives**

1. Explore a wide range of approaches to improvements to Burnside Street, using conceptual archetypes applied to the street’s segments.
2. Develop and illustrate the urban design concepts to a level that will allow thoughtful community involvement.
3. Identify the manner by which the urban design concepts can or can not address the design program.
4. Evaluate the urban design concepts using criteria developed in Task B and according to benefits and impacts. The analysis of benefits and impacts may extend beyond the immediate project corridor.
5. Provide opportunity for public review and input on the urban design concepts, including evaluation.
6. Develop a preferred concept based on the input and evaluation of the urban design concepts.

### **Tasks**

1. Identify urban design conceptual archetypes
2. Develop building façade design concepts (optional, by others)
3. Team/SAC work session: apply conceptual archetypes to Burnside
4. Refine/develop 3-5 urban design concepts
5. Analyze urban design concepts by discipline
6. Team/SAC work session: evaluate urban design concepts
7. Property and business owner outreach to review and evaluate urban design concepts
8. Draft summary report: urban design concepts & evaluation
9. TAC meeting: review & evaluate urban design concepts
10. Optional SAC meeting: evaluate urban design concepts
11. Workshop: review & evaluate urban design concepts
12. Workshop: 12th/Sandy/Burnside to review & evaluate urban design concepts
13. Team meeting: synthesize feedback from TAC, SAC, workshop, and property and business owners
14. Refine urban design concepts based on feedback
15. SAC meeting: select preferred urban design concept
16. Revise report: urban design concepts, evaluation & selection
17. Newsletter: urban design concepts, evaluation & selection
18. Web site: urban design concepts, evaluation & selection

## **Products**

1. Summary of conceptual archetypes with illustrations of each
2. Summary of urban design concepts with illustrations of each
3. Analysis/evaluation of urban design concepts including impact/benefit and evaluation criteria
4. Refined urban design concepts and preferred concept
5. Task C. report: urban design concepts; evaluation & selection; preferred concept
6. Summaries from workshop(s), TAC and SAC meeting, and property and business owner outreach
7. Project newsletter produced and mailed
8. Web site update

## **Task D. Develop Draft Concept Plan**

### **Method**

A draft transportation and urban design plan that integrates the initial data and analysis, the development of the urban design concepts, the development of the preferred concept, the implementation strategies and actions, and the phasing recommendations and preliminary cost estimates will be developed. Plan recommendations will be reconciled with existing plans and policies through a process developed in public outreach strategy (Task A).

### **Objectives**

1. Document and communicate the process and outcomes of the Burnside Transportation and Urban Design Project.
2. Reconcile recommendations with existing plans and policies.

### **Tasks**

1. Team meeting: coordinate task D. work effort and plan SAC work session
2. Team/SAC work session: implementation strategies and actions
3. Prepare draft transportation & urban design concept plan; implementation strategies and actions; cost estimates; documentation of tasks A, B, C and D.
4. Prepare recommendations for reconciling proposed transportation & urban design plan with existing plans and Team meeting: prepare for TAC, SAC and public review
5. TAC meeting: review draft plan
6. SAC meeting: review draft plan
7. Revise draft plan based on TAC & SAC comments
8. Circulate draft plan to community, property owner and business groups for review.
9. Meet with community, property owners and business groups
10. Incorporate community comments into final draft plan
11. Team meeting: prepare for SAC meeting (and optional public open house)
12. SAC meeting: review final draft plan

13. Optional public open house
14. Newsletter: draft concept plan
15. Web site: draft concept plan

### **Products**

1. First draft plan produced and circulated
2. Summary of community comments on draft plan
3. Summary of proposed changes to draft recommendations and to existing plans and policies
4. Final draft report prepared for PDC and City Council hearings
5. Project newsletter produced and mailed
6. Web site update

## **Task E. Plan Adoption**

### **Method**

The final Burnside Transportation and Urban Plan will be presented to City Council for adoption.

### **Objectives**

1. Adoption by PDC Council of the concept plan
2. Adoption by City Council of the concept plan

### **Tasks**

1. Brief commissioners and staff on process and plan.
2. Present to PDC commission
3. Present to City Council
4. Present to Planning Commission and Design Review Board (Optional)
5. Produce final adopted plan.
6. Web site: final plan

### **Products**

1. Final Plan
2. City Council Resolution adopting Burnside Transportation and Urban Design Plan document
3. Web site update

## **Task F. Project Management/Grant Administration**

### **Method**

The City's Project Manager will have overall responsibility for project management and administration of the federal grant. A City staff/consultant team will assist the Project Manager in directing the project and coordinating the work effort. Given the complexity of the project, the challenge of finding an acceptable design solution and the large and diverse stakeholder group, coordinating the team and managing the process is a priority. Provide regular progress reports on project schedule, budget and major issues.

### **Objectives**

1. Ensure that the project progresses according to schedule and budget.
2. Administer federal grant.
3. Ensure that there is coordination within the consultant team and between the City and the consultant team.
4. Ensure that there is coordination between agencies involved, particularly City and Tri-Met staff and staff from the Planning Bureau.
5. Ensure that an appropriate level of information is collected in a timely way and is included in relevant decision-making.

### **Tasks**

1. Create a city staff/consultant management team.
2. Hold regular project management meetings to coordinate and review progress.
3. Prepare invoices and review contractor invoices.
4. Provide progress reports and deliverables to project sponsors.
5. Administer consultant contract.
6. Complete project close-out.

### **Products**

1. Regular progress reports
2. Documentation of meetings and amendments to process, schedule and budget
3. Invoices

## **Attachment A**

### **Task B Data List For Existing Conditions Report**

#### **Circulation**

##### **Traffic**

- traffic signal timing and sequencing
- origin and destinations
- Intersection counts (turning movements, volume, pedestrian counts)
- traffic speeds
- automobile crash data
- parallel local and regional carriers
- regional traffic data putting Burnside in perspective (existing models)
- average trip time, length on Burnside

##### **Trucks**

- types and numbers of deliveries to businesses
- deliver stops (may not be in loading zones) – number and location daily
- loading zone locations and times

##### **Transit**

- transit ridership patterns
- planned and existing transit routes
- average dwell times
- headways
- number of buses
- schedule, travel time on corridor
- passenger boarding/deboarding numbers

##### **Bicycles**

- bike lanes – need to look at parallel system
- planned and existing bicycle lanes
- bicyclist crash data
- parking needs

##### **Pedestrians**

- pattern of pedestrian movement
- pedestrian destinations (attractors)
- key corridors
- crossing locations
- sidewalk condition

### **Parking**

- on- and off-street parking - how far away? ¼ mile?
- parking use

### **Right of Way**

- right-of-way width and boundaries, width of lanes, parking, sidewalks
- number of lanes
- driveway locations
- location of utilities in right-of-way (vaults, sewers, etc.)
- curb cuts and ramps
- location of street lights, traffic signals
- existing lighting
- pavement conditions
- street trees – location, condition, size of tree well
- visual quality of street and right of way
- street furniture: benches, trash cans, etc.

### **Adjacent and Adjoining Development**

- building footprints and orientation (relationship to street and sidewalk)
- location of schools, parks, libraries and other nearby attractions
- building – ownership, age, condition, historic status
- potential for redevelopment/replacement
- existing and allowable building elevations

### **Plans and Policies**

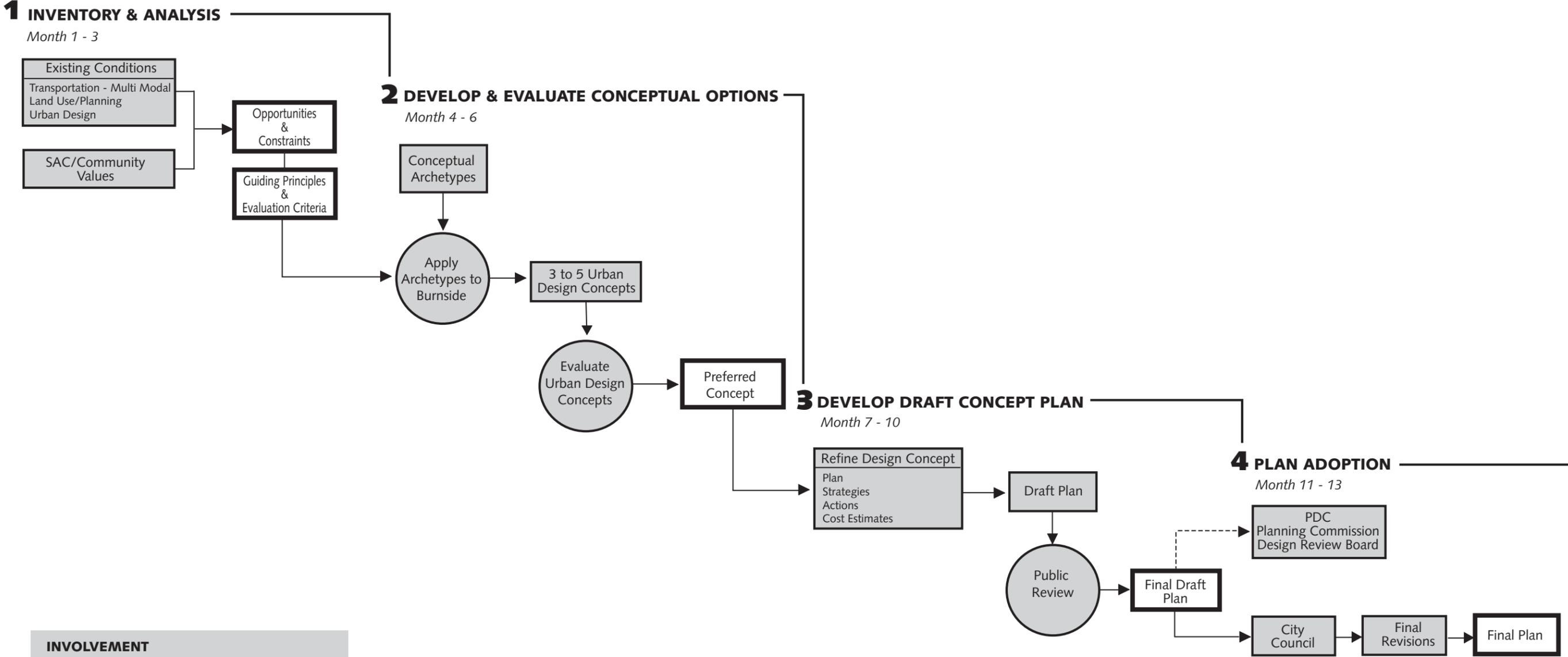
- comprehensive plan designations and land use
- current zoning (height, use, setback, design guidelines, density, FAR, etc)
- transportation designations
- neighborhood association boundaries
- gateways, districts in relation to Burnside

### **Economic**

- building to land value ratios
- market potential (DRC strategy, APP)

# BURNSIDE TRANSPORTATION AND URBAN DESIGN PLAN

## PROCESS DIAGRAM



**INVOLVEMENT**

**SAC** Stakeholder Advisory Committee Meeting  
**TAC** Technical Advisory Committee Meeting  
**PW** Public Workshop  
**WT** Walking Tour  
**PBO** Property/Business Owner Outreach

WT • SAC • TAC • SAC • PW

SAC • SAC • TAC • SAC (Optional) • PW • PW (East Side) • SAC

SAC • TAC • SAC • SAC

# **COMMITTEES AND TEAMS**

## COMMITTEES AND TEAMS

### Stakeholder Advisory Committee Roster

**Billy Anfield\***

Central City Concern

**Michael Boardman**

Hillside Neighborhood Association

**Elisa Boston**

Goose Hollow Foothills League

**Tod Breslau**

Pearl District Business Association

**Catherine Ciarlo**

Bicylce Transportation Alliance

**Judy Craine**

East Burnside Association

**Dave Daterman**

Portland Family Entertainment

**Mike Delman\***

Portland Family Entertainment

**Aviva Groner**

Northwest District Association

**Richard Harris**

Central City Concern

**Michael Harrison**

Portland Planning Bureau

**Sarah Heinicke**

Portland Development Commission

**Doug Klotz**

Willamette Pedestrian Coalition

**Don Merkt**

Regional Arts and Culture Council

**Tom Mohr**

Pearl District Neighborhood Association

**Frank Philips**

Central Eastside Industrial Council

**Michael Powell**

West End Steering Committee

**Bruce Speidel**

Association for Portland Progress

**John Tess**

Historic Old Town Business Association

**Dennis Wilde**

Gerding/Edlen Development

**Athena Zacharopoulos**

Kerns Neighborhood Association

\* SAC Alternate

## Technical Advisory Committee Roster

**David Allred**

Neighbors West/Northwest

**Graham Clark**

Portland Planning Bureau

**Ramon Corona**

Transportation – Parking Control

**Lisa Elbert**

Transportation – Signals and Street Lighting

**Lola Gailey**

Transportation - Civil Design

**Dick Godfrey**

Transportation - Street Maintenance

**Nancy Gronowski**

Parks & Recreation

**Dave Hatch**

Transportation - Signals and Street Lighting

**Sarah Heinicke**

PDC - Development Department

**Joe Hintz**

Parks & Recreation - Urban Forestry

**Dan Layden**

ODOT - Land Use Planning

**Doug McCollum**

Transportation - Traffic Design

**Liz Moorhead**

Transportation - Permit Engineering

**Dave Nunamaker**

Environmental Services

**Deena Platman**

Transportation - Planning

**Jay Rogers\***

Transportation – Parking Control

**Vince Salomone\***

Parks & Recreation - Urban Forestry

**Phil Selinger**

Tri-Met - Project Planning

\* TAC Alternate

## **Project Team**

### **Portland Office of Transportation Project Management Division**

William S. Hoffman, Project Manager  
April Keithly  
J. Kris Krider  
Jean Senechal  
Lynn Weigand

## **Pre-Planning Phase Project Advisors**

### **Portland Office of Transportation**

Mike Coleman  
Don Gardner  
Doug McCollum

### **Portland Development Commission**

Sara Heinicke, Project Liaison  
Bruce Allen  
Larry Brown  
Denyse McGriff  
Keith Witcosky

### **Consultants**

Greg Baldwin, Zimmer Gunsul Frasca  
Rob Bernstein, P. E.  
Sumner Sharpe, Pacific Rim Resources