

**RIVER DISTRICT  
URBAN RENEWAL ADVISORY COMMITTEE (URAC)  
Meeting Summary  
Tuesday, June 8, 2010  
4:00 p.m. – 5:45p.m.**

**Chinese Consolidated Benevolent Association  
315 NW Davis St.**

**URAC Membership:** Patricia Gardner, Patrick Gortmaker, Ed McNamara, Doug Shapiro for Tiffany Sweitzer, Eric Steinmeyer, Paul Verhoeven, Stephen Ying and Dan Zalkow.

**PDC Staff:** Eric Jacobson, Joleen Jensen-Classen, Steven Shain  
City of Portland Staff: Bill Hoffman, Lewis Wardrip, Mauricio Leclerc, PBOT; George Lozovoy, PPR, Troy Doss, BPS.

**Members of the public:**

Allan Classen, NW Examiner; Jackie Gordon, Better Burnside Alliance; Jon Behrends, Pacific Patrol Services; Kevin Driscoll, Potestio Architects

**Welcome and Introductions**

Co-chairs Patricia Gardner and Patrick Gortmaker welcomed committee members and began the introductions.

**Public Comment (Items not on the agenda)**

None provided.

**Westside Burnside-Couch Couplet update**

PBOT staff explained the idea of the Burnside Couch couplet began 10 years ago in an attempt to correct public perceptions of Burnside, both east and west, as a barrier in the neighborhoods that bordered it. Traffic is perceived as moving too fast to allow for safe crossings by pedestrians and the sidewalks are too narrow. The inability to make left turns of Burnside was also seen as a problem as well as the lack of on-street parking. There was a collective desire to make Burnside more friendly to retail and pedestrians. The proposed solution was the Burnside Couch couplet to extend from NW 24<sup>th</sup> Ave on the Westside up to Sandy on the eastside. The original plan was adopted by City Council in 2002 and reaffirmed by City Council in 2007. The eastside portion of the plan has been completed. The Westside will be phased in order to contain expenses.

During phase I pedestrian access will be improved with wider sidewalks and larger curb extensions to facility crossing the street. On-street parking will increase by 170 spaces and two lanes of traffic will be removed. The Westside portion of the couplet will extend from NW 2<sup>nd</sup> Avenue to NW 15<sup>th</sup> Ave where it will decouple and Burnside will function as it does today. There

will be traffic signals at each intersection between NW 2<sup>nd</sup>. and NW 15<sup>th</sup>. Couch street will be reinforced to enable the street to handle the additional traffic.

Phase II will include the addition of the streetcar.

Project cost is \$18,754 million dollars. Sources include:

Transportation System Development charges	\$6 million
Tax Increment Financing (PDC)	\$5.754 million
Parking Revenue Bonds	\$4 million
Local Improvement District	\$3 million

Expense for the streetcar is not included and will require federal dollars to complete.

**Questions:**

If the parking is bonded how long will it need to remain parking? Staff thought about 15 years would be needed to retire the bonds.

What is the route for the Westside streetcar? Current thinking is to run the streetcar on NW 18<sup>th</sup> and NW 19<sup>th</sup> to connect with the Con-way property and NW Thurman.

What is the project timeline? One year for design and 18 months to two years for construction.

How will having traffic lights at each intersection impact traffic flow? Signals will be time for traffic traveling at 20 mph.

Will emergency vehicles be able to function effectively? Yes, all construction design took into account the need for access by emergency vehicles regardless of size.

What about bike lanes? There will be bike lanes on West Burnside from 4<sup>th</sup> Ave to the Bridge. NW Flanders is the designated bike boulevard.

What are the traffic counts and are they expected to change? Average traffic counts are about 30,000 vehicles per day and that is not expected to change.

**Fields park update**

George Lozovoy from PPB provided the background on the park which is the final of three parks planned for the Pearl District. This park will have a large green open space with a play area of children at the southern end and an off-leash dog park at the northern end. Parks has been working with a CAC on the design elements. Cost for construction is \$3.157 million. Elements will be phased in order to keep costs down. The current goal is to complete construction by 2012 and have a groundbreaking in June of that year. Parks is working with Hoyt street properties to resolve the issues around blocks 22 and 25 currently planned to be included in the park.

### **Budget update**

Steven Shain reported that City Council accepted the RD Budget as part of the PDC budget process and no changes were made since the April URAC meeting. The PDC Board will vote on the budget at their June 23, 2010 meeting.

There was discussion around the process created by PDC for handling the transition of assets from DTWF and SPB to the RD URA. PDC will reimburse DTWF and SPB in cash for those properties. The anticipated amount could be between \$4.5 million up to \$7 million. Patricia Gardner expressed concern that these dollars be used in the manner in which they were attended. After discussion Steven Ying provided a motion stating that the RD URAC would send a letter to the PDC Board asking that these funds be used to benefit properties North of Burnside and East of 405. Ed McNamara provided the second and the motion carried with one abstention from Dan Zalkow.

### **Pearl District Access and Circulation Plan**

This is a multi-modal plan for the entire Pearl District which excludes major projects such as the streetcar and Burnside-Couch Couplet. A 15-member stakeholder advisory committee has been meeting to review issues and develop possible solutions. The first of several planned open houses will take place on Wednesday June 23, 2010 from 4-7 p.m. at 1035 NW Lovejoy. For more information, contact Mauricio Leclerc at 503 823-7808 or [Mauricio.leclerc@portlandoregon.gov](mailto:Mauricio.leclerc@portlandoregon.gov).

### **Centennial Mills update**

Steven Shain from PDC provided the update. The major work now is focused on permitting for the wharf and working out details with the Mounted Patrol Unit. The goal is still to start construction in 2011.

### **Quiet Zone**

The structures are in place for the implementation of the quiet zone for train whistles and should begin in July of this year.

The meeting adjourned at 5:30 p.m.

Submitted by Joleen Jensen-Classen, Public Participation Manager