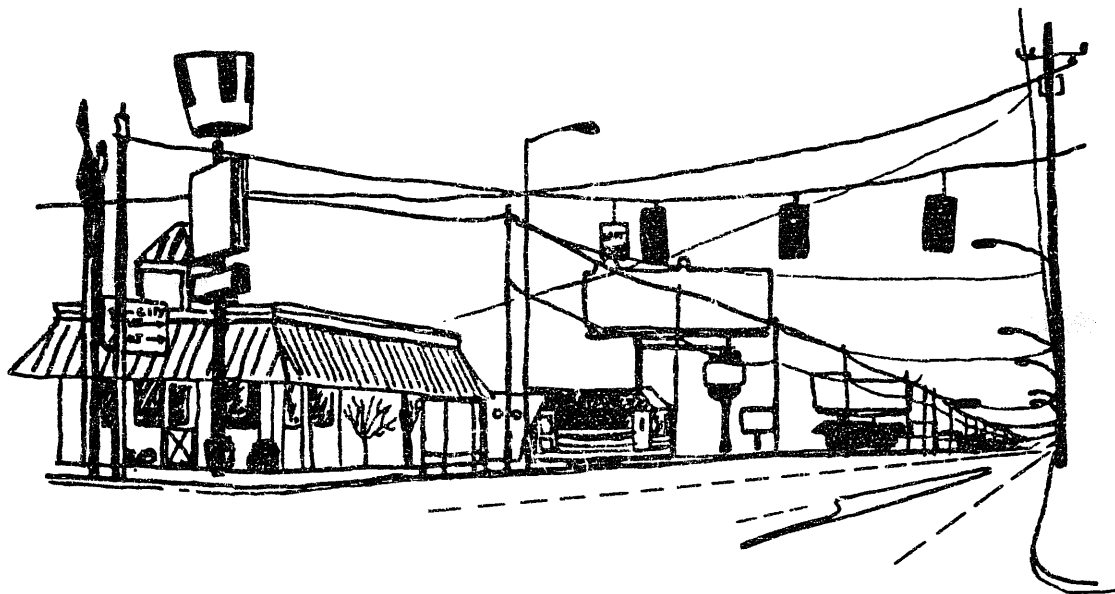


Division to Crystal Springs
S.E. 82nd Avenue
ENVIRONMENTAL
ASSESSMENT



FEDERAL HIGHWAY ADMINISTRATION
OREGON DEPARTMENT OF TRANSPORTATION
CITY OF PORTLAND



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1X-9713(6)

S.E. DIVISION STREET - S.E. CRYSTAL SPRINGS BOULEVARD
CASCADE HIGHWAY NORTH (82ND AVENUE)
MULTNOMAH COUNTY, OREGON

ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 U.S.C. 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

6-11-84
Approval Date

E. Hunter
Assistant State Highway Engineer

7/2/84
Approval Date

Robert B. Haslam
Federal Highway Administration Official

The following persons may be contacted for further information:

Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem, OR 97301
(503) 399-5749

Campbell M. Gilmour
Manager, Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310
(503) 378-8486

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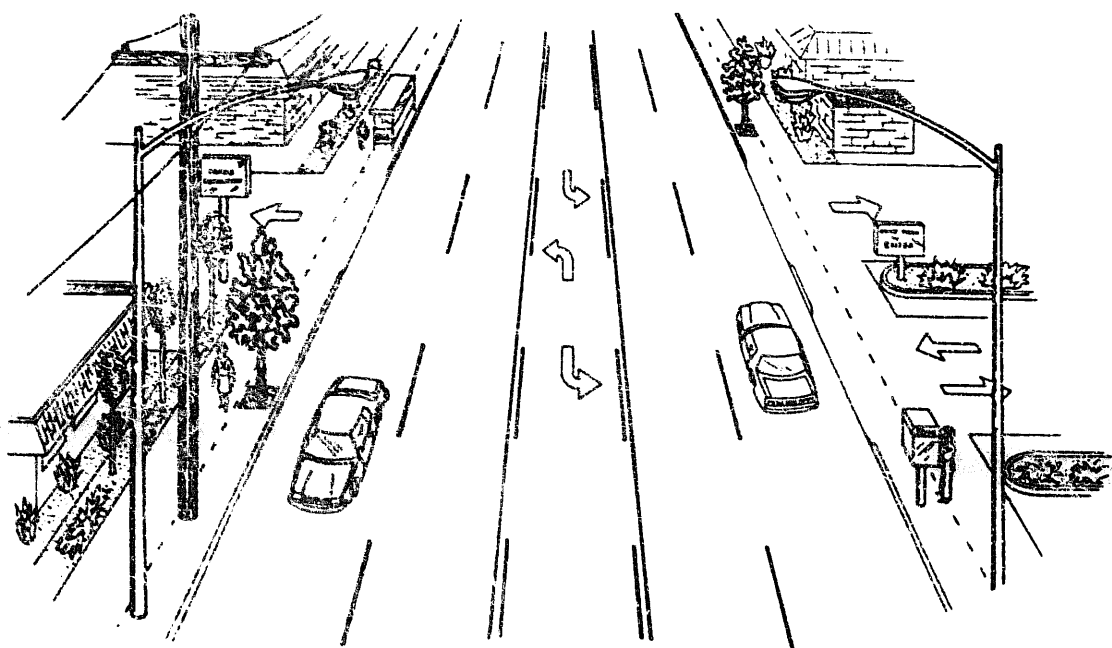
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HEARING STUDY REPORT

82nd AVENUE (CASCADE HIGHWAY NORTH) DIVISION STREET - CRYSTAL SPRINGS BOULEVARD

City of Portland
Multnomah County



Oregon Department of Transportation
Metropolitan Region

DECEMBER 1984

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

52nd AVENUE (CASCADE HIGHWAY NORTH)
DIVISION STREET-CRYSTAL SPRINGS BOULEVARD
CITY OF PORTLAND
MULTNOMAH COUNTY

HEARING STUDY REPORT

December 1984

Prepared by Donald E. Fantz
PROJECT DEVELOPMENT UNIT

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82nd AVENUE CORRIDOR STUDY

RECOMMENDED ACTION PLAN

Prepared for the PORTLAND CITY PLANNING
COMMISSION and the PORTLAND CITY
COUNCIL:

Connie McCready, Mayor
Francis J. Ivancie, Commissioner
Charles R. Jordan, Commissioner
Michael Lindberg, Commissioner
Mildred A. Schwab, Commissioner

By: Portland Bureau of Planning

Gail Siegrist, Project Manager
Karen Baldwin Kramer, Chief Planner
Frank Frost, Director
Sandy Ancil, Typist

Based on a report from:
EDAW inc., Portland, Oregon

Adopted by the Portland City Council
August 20, 1980



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WHEREAS, City Council directed the Bureau of Planning in Spring 1978 to conduct (by adoption of the 1978/79 Budget) a study of the 82nd Avenue Corridor and develop land use and design recommendations to:

- (1) ensure healthy commercial development along 82nd Avenue;
- (2) maintain and enhance the quality of adjacent neighborhoods;
- (3) improve overall image, safety, access and traffic movement of 82nd Avenue.

WHEREAS, in August 1980, after considerable public participation in the study process and two public hearings, Council passed Resolution No. 32738 adopting the 82nd Avenue Recommended Action Plan.

WHEREAS, the 82nd Avenue Recommended Action Plan included a section on Public Improvement Plan Recommendations and directed appropriate City Bureaus to implement improvements called for in this Plan, and

WHEREAS, in April 1982, City Council approved Federal Aid Interstate Transfer Funds (FAIX-85%) and Local Funds (15%) in the 1982/83 City Budget for the Oregon Department of Transportation (ODOT) to proceed with Preliminary Engineering of recommended NE and SE 82nd Avenue Improvements, and

WHEREAS, in August 1982 Oregon Department of Transportation determined that an Environmental Assessment (EA) was needed for the proposed SE 82nd Avenue improvements from Division to Crystal Springs, to document possible environmental impacts, and

WHEREAS, in June 1983 Council approved a City/State Agreement (Ord. No. 154631) to complete preliminary engineering including the Environmental Assessment (EA) for the recommended SE 82nd Avenue improvements-Division to Crystal Springs Blvd., and

WHEREAS, in July 1984, ODOT completed the EA document for public review and testimony including an open house held in the project area on 8-2-84, and a design public hearing held on 8-24-84, and

WHEREAS, ODOT forwarded to the City in December 1984, the ODOT Hearing Study Report recommending a "Modified Build Alternative" and requesting the City provide direction to ODOT on how to proceed with the project, and

WHEREAS, since the design public hearing, City staff have continued public contact with adjacent businesses/property owners to resolve specific project concerns, and

WHEREAS, funding of proposed Phase I SE 82nd Avenue Improvements has been included in the current 1985-1990 City CIP and fiscal year funding has been included in the proposed FY 1985/86 City Budget, and

STAFF REPORT
ON THE
PROPOSED SE 82ND AVENUE STREET IMPROVEMENT PROJECT
DIVISION TO CRYSTAL SPRINGS BLVD.

The purpose of this report is to provide City Council with background and staff recommendations (Page 5) on how to proceed with this project.

BACKGROUND

June 1979 - August 1980

The proposed SE 82nd Avenue street improvements were developed from the 1980 82nd Avenue Corridor Study and Recommended Action Plan (adopted by Council) which is an attachment to this report. This is a comprehensive study carried out by the Bureau of Planning during 1979/80 with an extensive citizen/business involvement and advisory process to address the many well known interrelated land use and transportation problems that exist on 82nd Avenue.

For reference, the Introduction, Page 1 through 5 in the Study briefly summarizes the purpose, planning process, goals and objectives of this Study. The Recommended Action Plan, including a Public Improvement Plan recommending street improvements is summarized on P. 25 of the Study.

Goals and objectives adopted for the Study along with the Arterial Street Classification Policy (ASCP) adopted in 1977 were used as guiding criteria for developing recommendations for street improvements in the Public Improvement Plan. These study goals and the ASCP designations for 82nd Avenue are summarized below:

1. A. Goal: Maintain and develop medium density residential, commercial and light industrial land uses while reinforcing the stability of the residential neighborhood within the corridor.
- B. Goal: Create a safe and efficient transportation pattern along 82nd Avenue.
- C. Goal: Improve the visual appearance of the 82nd Avenue Corridor.
- D. Goal: Create an environment along the avenue that will reinforce the 82nd Avenue as a center for commercial activity.

2. The Current ASCP for 82nd Avenue is:

Major City Traffic Street
Major City Transit Street
Pedestrian Path w/Crossing
Boulevard (street trees required)

Specific goals/objectives for implementing recommended 82nd Avenue street improvements are:

- o Improve traffic flow and safety.
- o Improve the pedestrian environment and safety.
- o Improve the overall visual appearance (image) of the street area.

The Public Improvement Plan recommendations developed for the Action Plan were divided into 2 categories: long range policies and short range projects. Long range policies provide overall direction and establishment of a uniform right-of-way width and "standard" street design section for the eventual improvement of the entire 82nd Avenue Corridor. Short range projects identify specific pedestrian, traffic and drainage projects throughout the corridor recommended for early improvement (if feasible) when funds become available after the Study.

The long range policies and short range projects and their current project status regarding implementation are summarized below:

<u>ELEMENT</u>	<u>CURRENT STATUS</u>
I. <u>Long Range Policies</u> (for a full width continuous impvt)	
o Acquire prop. necessary for 80' right of way.	Proposed multi phase project incorporating these policies from SE Division to Crystal Springs presently in PE stage. A <u>Phase I Project</u> (R/W acq. & const.) proposed <u>Division to Foster Rd.</u> (max. length) to begin Fall 1985 subject to available funds.
o Construct 60' Roadway with 10' wide combination sidewalk/street tree area on each side of roadway	
o Improve storm drainage system	
o Remove and/or consolidate overhead utilities.	
o Improve traffic control & transit facilities.	
II. <u>Short Range Projects</u> (Capital Improvements)	
1. Install left-turn signal for E-W Traffic @ SE 82nd to Division	Completed by City 8/83 (Approx. \$15,000)
2. Storm drainage impvts. NE Russell-Hancock Ave.	Completed by GDOT 4/84 (approx. \$284,000)
3. Storm drainage impvts. SE Division to Foster	Included w/proposed Phase I project above.

- | | |
|--|--|
| 4. New sidewalk where needed between Division & Powell (approx. 1.0 mi.) | Included w/proposed Phase I Project above. |
| 5. New sidewalk where needed between Duke & Crystal Springs (approx. 1.3 mi.). | Included in Phase II/ Future Phases - when funds become available. |

October 1980 - April 1982

This was the early project funding and planning period. In October 1980 initial request for Federal Aid Interstate Transfer Funds (FAIX) was transmitted to ODOT/FHWA to proceed with preliminary engineering on the 82nd Avenue "short-range" projects. In April 1982, City approved 1982/83 budget request to proceed with preliminary engineering (PE) on all short range capital projects with federally approved FAIX (85%) funds and 15% Local Funds. The total estimated cost (engineering, right-of-way, construction) for all short-range projects in April 1982 was \$3,556,000.

August 1982 - June 1983

ODOT/FHWA determined that an Environmental Assessment (EA) would be needed for the SE 82nd Avenue (Division to Crystal Springs) sidewalk improvements due to need for additional right-of-way and required an additional 9-12 months to complete the EA process. The NE 82nd Avenue storm drainage improvements and the traffic signals at SE Division proceeded under separate City/ODOT, (Jan. 1983) and are complete as noted above.

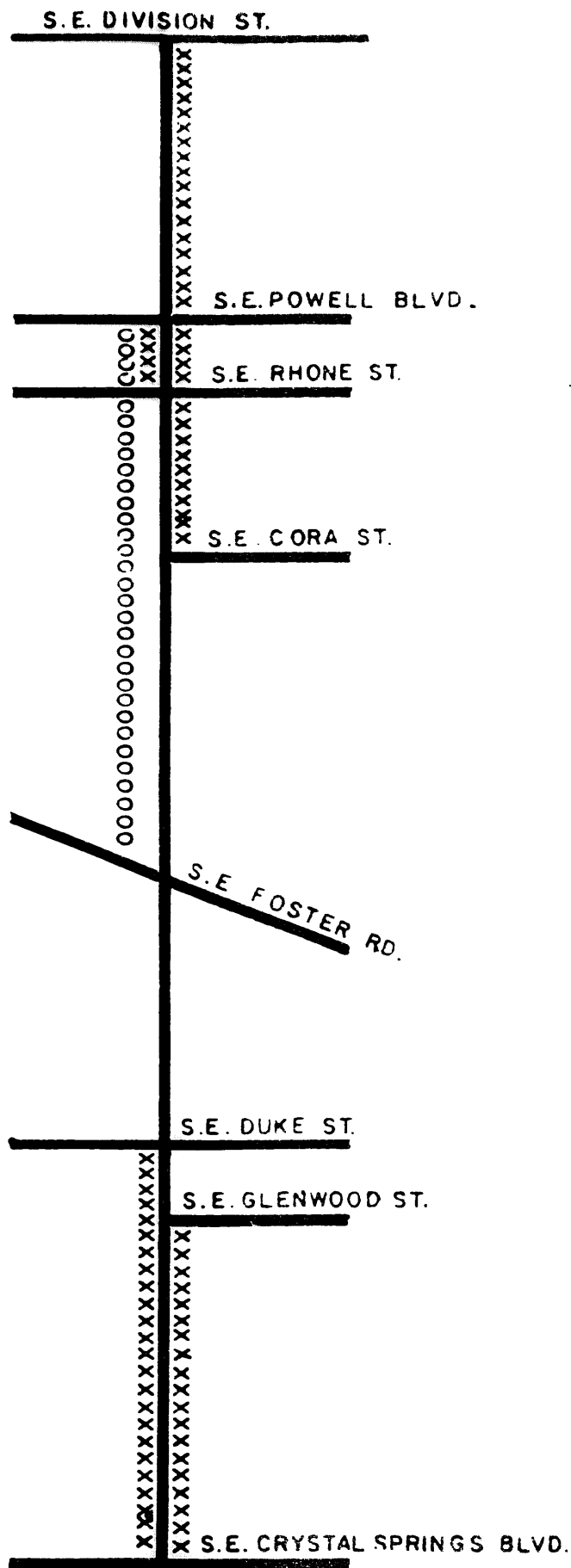
The SE 82nd Avenue sidewalk and drainage improvements also proceeded under separate City/ODOT Agreement (June 1983), as a City Interstate Transfer Project with ODOT performing PE and preparing the EA documents with the City providing overall direction and taking the lead with public contact.

PROJECT DEVELOPMENT

(SE 82nd Avenue - Division to Crystal Springs)
December 1982 - June 1984

As an initial PE task, ODOT did a preliminary survey and prepared base maps for the entire right of way area from Division to Crystal Springs (2.7 miles). This was required for the EA document and to effectively address the various "short-range" projects shown on the following map. An order to conform with long-range policies and State Highway standards, right of way acquisition and widening the roadway two feet on each side was necessary for recommended sidewalk and street tree improvements. This added considerably to the cost of this work.

When the EA document was near completion in June 1984, more accurate PE cost estimates showed that the total cost of recommended SE 82nd Avenue sidewalk and drainage improvements (approximately \$4.8 million) far exceeding the current remaining funding allocation (approximately \$3.2 million). In view of this, ODOT asked the City staff to review the project scope and funding to provide direction with the project.



("Short Range" Projects recommended in 82nd Ave. Action Plan)

Legend

xxxxx Construct Sidewalk
00000 Install Storm Drainage

ORIGINAL

S.E. 82nd. AVE.
IMPROVEMENT
PRELIMINARY PLAN

December 1983

In this review, City staff felt the discontinuous sidewalk (on one side of the street in places) and drainage improvements from Division Street to Crystal Springs would not achieve enough of the goals and objectives called for in the long range policies of the Action Plan for the cost required to build them.

It was recommended by City Staff to fully improve SE 82nd Avenue from Division to Crystal Springs (2.7 miles) in phases as funds eventually become available according to the long-range policies called for in the Action Plan with minor modifications and other considerations to reduce right-of-way and construction impacts on the adjacent businesses.

An initial Phase I Project was proposed from SE Division to Foster Rd. (1.5 miles) using available funds. See map on following page. Two other alternate end points (Raymond Court (1.3 miles) or Holgate Blvd. (1.0 miles) in case there is not enough funds to complete work to Foster Road.

July 1984 to Present

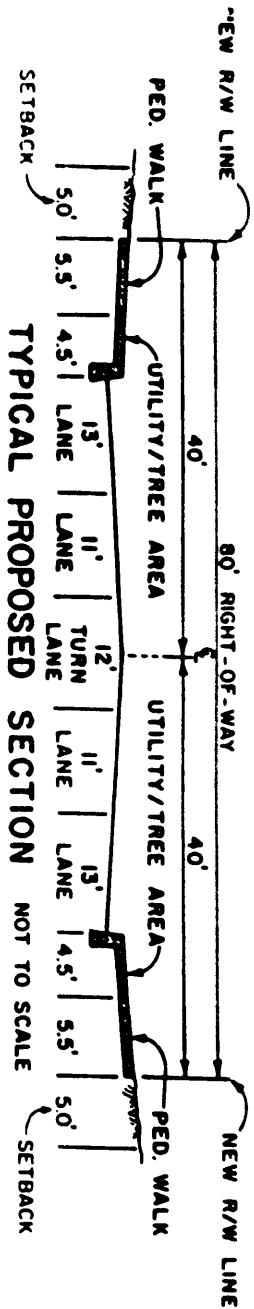
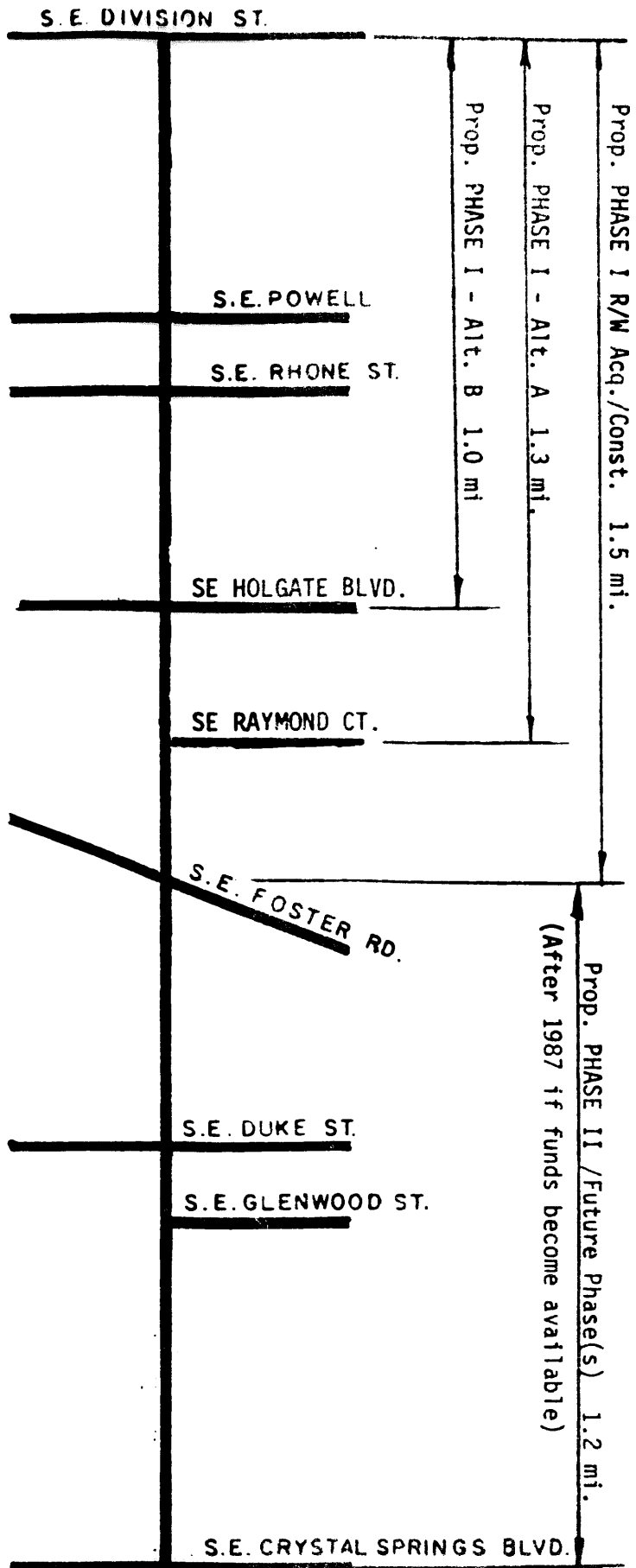
During this period, the "Modified Build Alternative" was refined into its present format covered in the Recommendation Section. Details for the basic design, modifications and special considerations to help mitigate right-of-way and construction impacts were worked out through a Technical Advisory Committee of City/ODOT Transportation Staff, along with several other involved bureaus and agencies and with valuable input from adjacent business/property owners discussed in the next section.

Bureaus, Agencies and other organizations reviewing or participating with Transportation Engineering and ODOT in the project planning and development to date include Transportation Planning & Development, Traffic Management (scope and design); Planning (signs and setbacks); Buildings (coordinating building permits); Parks and Tree Advisory Committee (street trees); Environmental Services (storm and sanitary drainage); Portland General Electric, Pacific Northwest Bell Telephone (consolidation of overhead utilities) Tri-Met (transit amenities); and Portland Development Commission (potential economic development activities, etc.).

PUBLIC CONTACT/CONCERNS

The public contact/involvement process has been the key vehicle for identifying the adjacent business/owners' concerns and addressing them early in the process. This has been done through a series of meetings including three public open houses, an ODOT design public hearing for the EA document on 8-24-84, staff attending monthly 82nd Avenue Business Association Meetings since July 1983 and individual staff contacts with about one-half of the 95+ businesses fronting the proposed Phase I area (Division to Foster Rd.).

From all the above contacts (Phase I area), it seems that a majority would like the Phase I project to proceed. Specific problems or concerns most often expressed question need for 10' wide sidewalk



TYPICAL PROPOSED SECTION NOT TO SCALE

CURRENT
S.E. 82nd. AVE.
IMPROVEMENT
PRELIMINARY PLAN

APRIL 1985

(incl. street tree area), street trees, problems with right-of-way impacts including signs and possible reduction of existing off-street parking. There are about four businesses that have specific grade or alignment conflicts with proposed improvements. These problems are being addressed and will be resolved with the ODOT Engineering Staff.

Nearly all adjacent businesses contacted are very concerned about the loss of business expected during construction as many of the smaller businesses experienced on the recent Powell Blvd. project. It has been explained that the City is working very closely with ODOT on construction scheduling and staging plans. This commitment and planning to minimize construction time in a given area along with other information is documented in a letter from ODOT and shared with the concerned businesses (see attachments).

City/ODOT staff has addressed most of the general concerns with modifications to the basic design section and special considerations covered in the Recommendation (next section). With continued staff contact, most of the businesses individual concerns or problems from right-of-way or construction impacts are being resolved and staff will continue to work on those problems not yet resolved or mitigated.

RECOMMENDATIONS

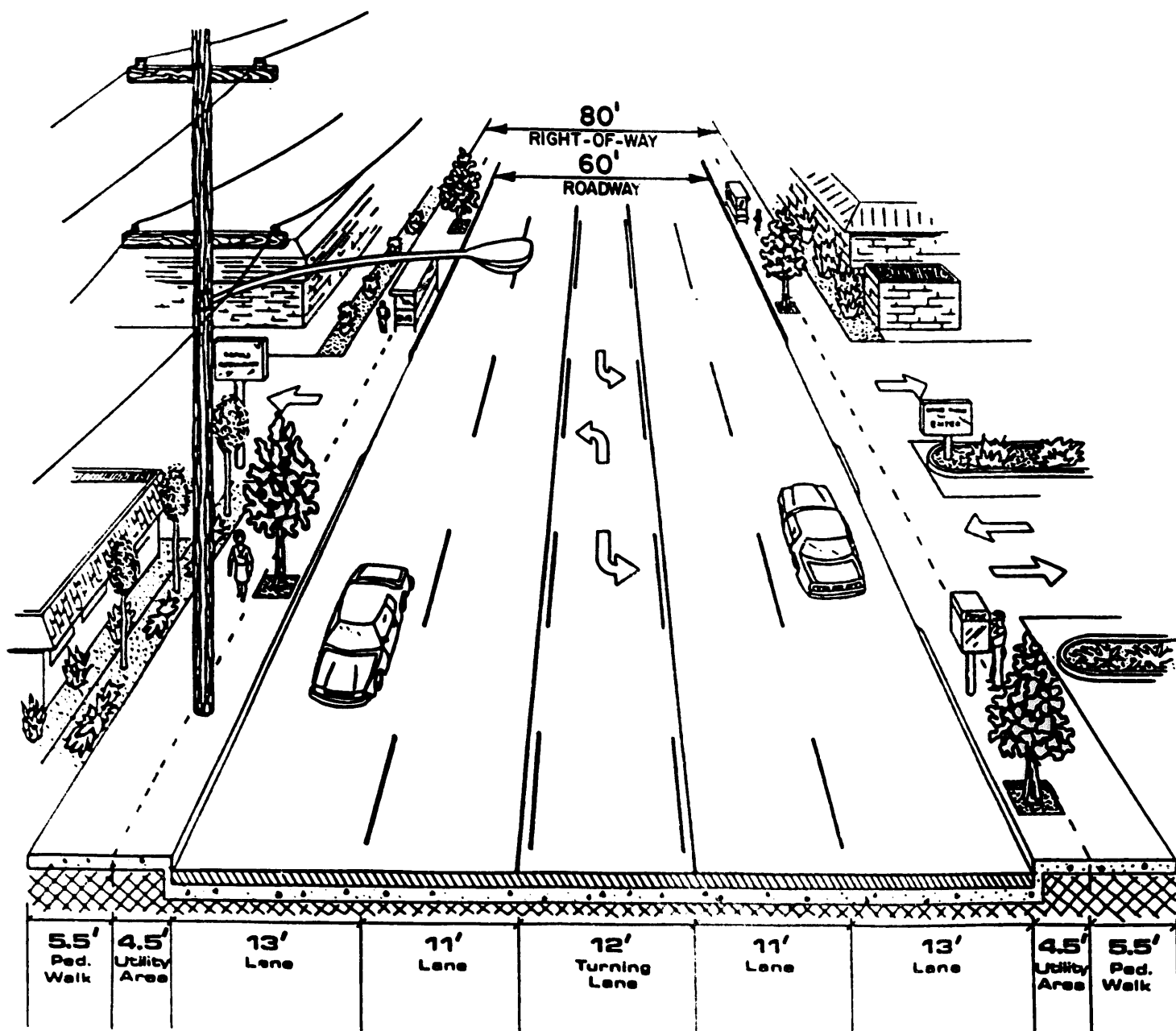
City staff recommends that City Council approve completion of the ODOT environmental documents with the "Modified Build Alternative" for the improvement of SE 82nd Avenue between Division and Crystal Springs Blvd. as follows:

- I. Adopt the basic street improvement design section called for in the 82nd Avenue Corridor Study Recommended Action Plan and the ASCP as shown on the Typical Section (following page) with modifications as covered in part III below.

As shown on the Typical Section, the basic improvement includes an 80-foot right-of-way, a 60-foot curb to curb roadway (2 ft. widening on each side) with new full width overlay pavement with improved storm drainage, a combination curb 4.5' utility/street tree area, and 5.5' pedestrian sidewalk area on each side. Street trees and remaining utility poles (with raised wires) will be on a single alignment 2.5' in from edge of curb.

- II. Implement street improvements (Division to Crystal Springs) in two or more "phases" as funds become available. Start with a Phase I Improvement Project beginning at Division and proceeding toward Foster Road as far as available funds will allow and at least to Holgate Blvd. See supporting rationale following Part III.

When the street is improved most utility poles and overhead wires will also be consolidated and located on the east side of the street. All street lights will be upgraded and placed on these poles with longer arms. Traffic signals at PCC Center and Eastport Plaza will be upgraded and interconnected with the main 82nd Avenue system.



Proposed Typical Section for S.E. 82nd Avenue

(LOOKING SOUTH)

SE DIVISION ST. TO CRYSTAL SPRINGS BLVD.

January 1985

III. Modifications to basic improvement design and other considerations regarding right-of-way and construction impacts:

1. Modify pedestrian sidewalk width to allow buildings to remain that encroach into the new right-of-way by a small amount (about 1-2 feet) until owner modifies or removes building.
2. Allow a 6' combination curb and sidewalk (street trees are located behind sidewalk) adjacent to cemetery which cannot be acquired to reduce the amount of right-of-way needed from businesses on opposite side of the street.
3. Construct tree wells around and save the cherry trees fronting Eastport Plaza. Eventual replacement of trees will be on established alignment 2.5 feet from edge of curb.
4. Carefully locate street trees to avoid blocking business signs, other critical areas, etc. Appropriate staff to review proposed tree locations with the adjacent business/owners during final design stage. Average spacing of street trees will be approximately 40 feet.
5. Planning Bureau will request Council to allow special administrative procedures for expediting certain zone code exceptions (involving setback requests, etc.) where hardship was created by project right-of-way acquisition activities.
6. City will continue to work very closely with the State (ODOT) to ensure that construction will proceed as rapidly as possible in each block to minimize access problems and other inconveniences to the adjacent businesses. See letter from ODOT (attachments).
7. Continue to provide City staff support on the project through Phase I activities to assist affected owners/businesses in resolving any project related problems.
8. City will coordinate with Tri-Met installation of bus shelters at Division, Holgate and Foster Road after construction is completed in these areas.

Supporting Rationale for Recommended Phase I Street Improvements beginning at SE Division and proceeding to Foster Road based on Goals and Objectives in the 1980 82nd Avenue Recommended Action Plan.

1. Improving entire section (both sides) preferably from arterial to arterial provides the needed strong visual impact, continuity and order called for in the long range policies of the Recommended Action Plan.

2. Proposed Phase I Improvements ties in with and becomes a logical extension of the Powell Blvd. improvements in the north-south direction on 82nd in terms of both visual impact and improved traffic flows. It also ties in with recently completed residential (HCD) street improvements in this area.
3. Division to Foster is probably the most commercially active section of the SE 82nd Avenue Corridor and has the highest traffic volume in the southeast Corridor (approximately 24,000 vehicles per day after I-205 opened). Proposed improvements in this area will provide standard roadway width (60 feet) improving traffic flows and safety where the need is the greatest. South of Foster Road the area is presently less commercially active with more aging residences.
4. Proposed Phase I Street Improvements will help stabilize, enhance, and better facilitate the quite intensive commercial business and public (PCC Center) activity along this segment of 82nd Avenue. These improvements will also provide additional incentive for continued new development in this part of the Corridor.
5. 82nd Avenue is a designated pedestrian path with crossings in the ASCP. Uniform and continuous sidewalk on both sides of the street will properly accommodate the demand for safe pedestrian pathways in this highly developed area. The most critically missing sidewalk exists in this area a few blocks south of Powell Blvd., causing pedestrians to walk in the 82nd Avenue roadway.
6. The right of way acquisition costs are considerably lower in Phase I (Division to Foster Rd.) than the section from Foster Road to Crystal Springs. There is less land to acquire (only 25% of frontage to be acquired from Division to Powell). There are fewer building fronts encroaching onto the new proposed right-of-way that will need to be acquired (2 vs. approximately 12 south of Foster Rd.). See right-of-way map (attachment).
7. As a result of the above item, it will be possible to fully improve a longer segment (nearly double) of 82nd Avenue with available funds when beginning at SE Division.

PROJECT FUNDING

A current project cost estimate summary is provided as an attachment to this report. Project costs for completing various portions of recommended Phase I improvements are as follows:

<u>Improvement Section</u>	<u>Total \$</u>
<u>Division to Foster Road (1.5 miles)</u>	
R/W Acq. (incl. 2 bldgs)	\$1,975,000
Construction	<u>2,000,000</u>
	\$3,975,000
(Alt. A) <u>Division to Raymond Ct. (1.3 miles)</u>	
R/W Acq. (incl. 2 bldgs)	\$1,816,000
Construction	<u>1,750,000</u>
	\$3,566,000
(Alt. B) <u>Division to Holgate Blvd. (1.0 miles)</u>	
R/W Acq. (incl. 2 bldgs)	\$1,506,000
Construction	<u>1,392,000</u>
	\$2,898,000

The above estimates are based on recent ODOT right-of-way acquisition activities and construction bid prices with built in contingencies for implementation during 1986/87. At this time, it is difficult to estimate how close these estimates would be to actual costs for this type of project. Actual costs could easily vary by 15% over or under these estimates.

The current total dollar allocation for this project is approximately \$3.5 million in FY 85-86 proposed budget. The funding source is 85% FAIX, 15% Local Funds and subject to annual approval of appropriations at the Federal level. The budget is subject to annual fluctuations of actual costs and Council priorities with the other projects in the City's Arterial Interstate Transfer Program. FAIX funds are now limited and will not be replenished.

Therefore, the staff is recommending that ODOT should proceed with engineering from Division to Foster Road and right-of-way activities from Division to Holgate Blvd., which is well within the current established allocation for this activity. When a major portion of the budgeted right-of-way is expended, project estimates and resources may then be reviewed for a possible adjustment in length.

CURRENT PROJECT SCHEDULE - PHASE I IMPROVEMENTS (based on Council Approval to proceed).

April 1985	City Council Hearing
Sept. 1985	Begin right-of-way acquisition
Dec. 1986	Complete right-of-way acquisition
Jan-Feb 87	Begin construction
Dec. 1987	Complete construction

ATTACHMENTS

Resolution and Fiscal Impact Statement

Project Map, showing R/W impacts/missing or substandard sidewalk

Project cost estimates

Letter from ODOT (dated 3/6/85) addressing construction impacts

Adjacent Land Use Summary - Division to Crystal Springs 82nd Avenue

Corridor Study and Recommended Action Plan

ODOT Environmental Assessment Document - July 1984

ODOT Hearing Study Report - December 1984

MSJ:jwp

PHASE I

(EXACT ENDING POINT SUBJECT TO AVAILABLE FUNDS)

PHASE II - FUTURE PHASE(S)

(IMPROVE AS FUNDS BECOME AVAILABLE AFTER 1987)

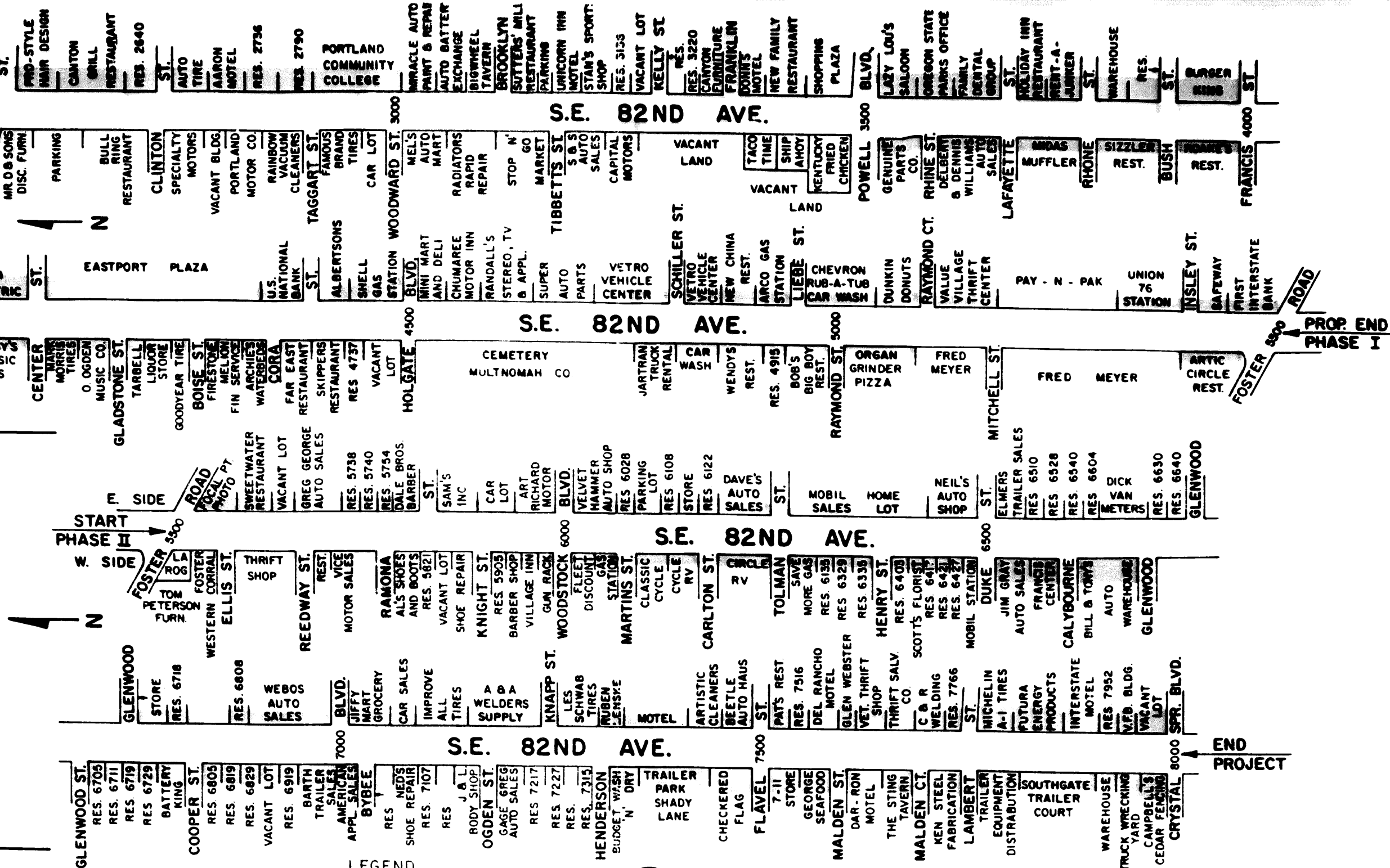
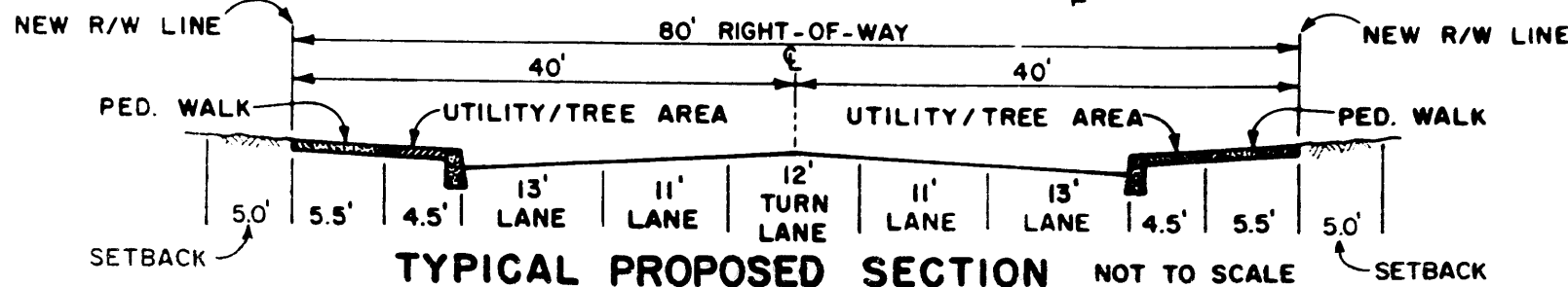
PROPOSED S.E. 82ND AVE.

STREET IMPROVEMENT PROJECT

S.E. DIVISION ST. TO S.E. CRYSTAL SPRINGS BLVD.

MARCH 1985

LEGEND
 10' WIDE ACC. REQ.
 5' WIDE ACC. REQ.
 MISSING OR SUBSTANDARD SIDEWALK



S.E. 82ND AVENUE PROJECT

Project Estimates

4-5-85I. Cost SummaryDivision to Crystal Springs Blvd. (2.7 Miles)
(Total Project-EA Document)

R/W (incl. 14 bldgs)	\$5,000,000 (171 Files)
Construction	<u>4,300,000</u>
	\$9,300,000

Phase IDivision to Foster Rd. (1.5 Miles)
Current base est. w/full breakdown - see Part II

R/W (incl. 2 bldgs)	\$1,975,000 (65 Files)
Construction	<u>\$2,000,000</u>
	\$3,975,000

Phase I Alt. ADivision to Raymond Ct. (1.3 Miles)

R/W (incl. 2 bldgs)	\$1,816,000 (62 Files)
Construction	<u>\$1,750,000</u>
	\$3,566,000

Phase I Alt. BDivision to Holgate (1.0 Miles)

R/W (incl. 2 bldgs)	\$1,506,000 (46 Files)
Construction	<u>\$1,392,000</u>
	\$2,898,000

Phase II/Future Phases

Foster Rd. to Crystal Sprgs. Blvd. (1.2 Miles)

R/W (incl. 12 bldgs)	\$3,025,000 (106 Files)
Construction	<u>\$2,300,000</u>
	\$5,325,000

Original "Short-Range" Project (not recommended at this time by
city staff)

North & South of Foster Rd.

1.20 Mile equiv. full width improvement

+ 3,000 L.F. (0.6 Mile) drainage improvements only.

R/W (incl. 7 bldgs)	\$3,000,000 (100 Files)
Improvements	<u>\$1,800,000</u>
	\$4,800,000

II. Phase I Cost Estimate Breakdown

SE 82nd Ave. - Division to Foster Rd.

<u>ODOT Street Construction Estimate:</u>	\$1,137,000
<u>Constr. Engr. & Conting. (30%)</u>	\$ 341,000
	<u>\$1,478,000</u>

Final (PE) Engr. Est.(approx. 6%)	\$ 84,000
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<u>Traffic Signals Upgrade</u>	229,000
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(at Div., Woodward, Powell Center
Center, Holgate, Raymond & Foster)

<u>Water Bureau Adjustments</u>	\$ 108,000
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<u>Street Lights</u> (40 @ \$500 ea x 1.3) (new illuminaires & arms)	26,000
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<u>Street Trees</u> (300 @ \$250 ea.)	<u>75,000</u>
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Total Construction Estimate	\$2,000,000
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R/W Est. (ODOT) (65 Files, incl. 2 building fronts)	<u>\$1,975,000</u>
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Total Phase I Estimate	<u>\$3,975,000</u>
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MSJ:jwp
4-5-85



Department of Transportation
HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

March 6, 1985

Transportation Engineering

MAR 7 1985

In Reply Refer To
File No.

26-1943

RICHARD O. SCHMIDT, Highway Coordinator
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204

Subject: S.E. Division St.-S.E. Crystal Springs Blvd.
82nd Avenue
Local Access During Construction

The Oregon Department of Transportation recognizes the concerns of businesses along the avenue and will work very closely with the City of Portland to develop construction staging plans that minimize disruption to local traffic and access.

Our standard specifications for highway construction, which were revised in 1984, have a strong emphasis on protecting the convenience of the general public and residents along the highway. Our specifications require the contractor maintain safe conditions of temporary approaches and crossings, they limit obstruction to traffic and require adequate access to businesses, and they require timely and efficient prosecution of the work.

The project will not require complete removal of the pavement or include a divider in the design of the project. The 82nd Avenue improvement project is not like the Powell Boulevard project which required complete removal of the existing pavement and the construction of a raised median island in the center of the highway. Construction of Powell Boulevard, due to its complex nature, caused significant inconvenience for the general traveling public and businesses along the highway. The construction of the 82nd Avenue improvements are not as complex as Powell or as disruptive to the adjacent businesses. This will reduce the amount of time that access to specific locations are disrupted and allow for a uniform progression of work. Special provisions for the contract will restrict disruption of traffic to one side of the roadway at one time. We will

also restrict the number and location of side street closures that are in effect at one time. During construction we will work with individual business owners to resolve special needs related to the construction process.

ODOT will continue to work with City staff to develop limitations on the amount of work that is underway at one time and the length of time to finish that work which is compatible with the type of construction and the needs of the business community. We will work together with the City to assure the minimum amount of disruption to businesses along the avenue and continued response to the businesses concerns during construction of this project.



JAMES D. McCLURE, P.E.
Project Development Engineer

JDM:DEF:po

cc: E. L. Hardt
Paul Hailey
Don Fantz

SE 82ND AVENUE PROJECTAdjacent Land Uses

4-5-85

<u>Use</u>	<u>Phase I Div.to Foster</u>	<u>Phase II Foster to Crystal Springs</u>
<u>Auto Related</u>	<u>25</u>	<u>34</u>
Sales Lots	11	19
Service/Repair	11	12
Service Stations	3	3
 <u>Restaurants/Taverns</u>	 <u>22</u>	 <u>3</u>
 <u>Commercial/Office</u>	 <u>45</u>	 <u>28</u>
Shopping Centers	3	0
Super Markets	3	0
Banks	3	0
 <u>Lodging/Motels/Mobile Home Courts</u>	 <u>4</u>	 <u>6</u>
 Residences (Single Family)	 <u>8</u>	 <u>41</u>
 <u>Ind./Mfg/Warehousing</u>	 <u>1</u>	 <u>2</u>
 <u>Public Facilities</u>	 <u>3</u>	 <u>0</u>
 <u>Billboards</u>	 <u>6</u>	 <u>6</u>
 <u>Vacant Land</u>	 <u>4</u>	 <u>3</u>
	(10-12 Acres)	(2-3 Acres)

Note: Above No's should be considered approximate and subject to change.

MSJ:jwp

RESOLUTION No.

WHEREAS, implementation of the 82nd Avenue Plan improvements will necessitate certain minor alterations to the layout or operation of businesses, part of whose property is being acquired, and

WHEREAS, these alterations will in some cases require the granting of minor zoning exceptions as a result of hardships of site or building configuration resulting from acquisition of part of the parcel, and

WHEREAS, requiring a several month-long public review process for approval of these exceptions will place additional hardships on these already impacted businesses, and will not result in any significant protection or benefit to the public, and

WHEREAS, a City staff report with project recommendations, the ODOT Environmental Assessment (EA) document, the ODOT Hearing Study Report with transcript of the public hearing and the 82nd Avenue Corridor Study Recommended Action Plan have been submitted to City Council; now, therefore,

BE IT RESOLVED, by City Council of the City of Portland that approval is hereby given for completion of the environmental document with the "Modified Build Alternative" in the Hearing Study Report as recommended in the City staff report and that the SE 82nd Avenue improvements will be completed in phases, as funds become available, from SE Division Street to Crystal Springs Blvd., and

BE IT RESOLVED, by the City Council that with currently available funds, ODOT shall proceed with final engineering and implementation of Phase I improvements beginning at SE Division Street extending south toward Foster Road to at least Holgate Blvd. as far as currently available funds will allow, as recommended in the City staff report, and

BE IT RESOLVED, by the Council that the City staff shall continue to work closely with ODOT staff to ensure that construction staging plans will minimize disruption and inconvenience to the adjacent businesses/owners and that City staff will continue to consult with and assist affected businesses/owners in resolving any project related problems, and

BE IT FURTHER RESOLVED, by the City Council that the City's Planning Bureau prepare, for Council consideration, an administrative procedure for granting of minor zoning code exceptions where the exception is required to resolve a hardship created by the acquisition of property for 82nd Avenue improvements.

Adopted by the Council, **MAY 2 1985**

Commissioner Margaret Strachan
MSJ:jwp
4-23-85

JEWEL LANSING

Assistant of the City of Portland

By

E. J. E. Chassey

Deputy

Calendar No. 575

RESOLUTION No. 33867

Title

Resolution approving the completion of the environmental document with the "Modified Build Alternative" for the proposed S.E. 82nd Avenue Street Improvement Project and directing ODOT to proceed with the final engineering and implementation of Phase I improvements.

INTRODUCED BY

Commissioner Margaret Strachan

NOTED BY THE COMMISSIONER

Affairs

Finance and
Administration

Safety

Utilities

Works

City Auditor

CALENDAR

Consent

Regular

X

THE COMMISSIONERS VOTED AS FOLLOWS:		
	Yeas	Nays
BOGLE	✓	
LINDBERG	✓	
SCHWAB	✓	
STRACHAN	✓	
CLARK	✓	

APR 26 1985

Filed

JEWEL LANSING

Auditor of the CITY OF PORTLAND

By Dennis N. [Signature]
Deputy