

THE CITY OF
PORTLAND



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TRANSPORTATION
PLANNING
248-4254

HOUSING AND
POPULATION
248-5525

16 June 1980

MEMORANDUM

TO: Carol Berkeley, Office of Planning and Development

FROM: Valerie J. Southern, Transportation *vis*

SUBJECT: Performing Arts Center at S.W. 1st. and Arthur,
Transportation Analysis

As you have requested, I have reviewed the South Portland Circulation Study (SPCS), consulted with the Bureau of Traffic Engineers and conducted an on-site survey to determine the feasibility of a Performing Arts Center at 1st and 3rd Avenues and SW Arthur Street. Preliminary analysis suggests that a 3,000 person capacity center at this location would be an inappropriate and taxing land use. The proposed facility would serve to hamper the nature, growth and continuity of the adjacent South Portland neighborhood.

The reasons are as follows:

1. According to the S.P.C.S., Arthur Street is one of several problem arterials in the area. Due to increasing traffic volumes, the capacity of this arterial will be exceeded before the year 1990. This projection does not include traffic generated by the proposed center.
2. Arterial safety problems in South Portland (tight curves, abrupt changes in alignment and short weaving distances) create conflicts between local and through traffic. Arthur Street and intersections east and west of Arthur are three areas which, as cited in the S.P.C.S., share interconnected safety and capacity problems.
3. Community roads must serve both local and regional trips. The complex of State and U.S. Highways routes passing through South Portland are:

Interstate 40S;
Interstate 5;
U.S. 26;
State Route 43; and,
State Route 10.

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The community is "criss-crossed" by these routes, making traffic movements circuitous and confusing. A regional center would aggravate the current circulation problem in the area.

4. Vehicular and pedestrian conflicts are frequent in South Portland. The area lacks a clearly defined and safe pedestrian network. Crossing, protective landscaping, concise pedestrian routes and other such aids are needed, particularly within and about the proposed site.

The Bureau of Traffic Engineers is concerned with parking and access relative to site development.

Alien parking on neighborhood streets is a problem that the Bureau is currently attempting to resolve with the Lair Hill Community Association. A regional center with attendant parking demand may further aggravate this sensitive situation.

Access to the site is limited to three points: westbound on Arthur (2) and southbound on First (1). The Bureau suggests that a modification to the existing street system may be required to accomodate access to the Center.

At this stage of analysis, the proposed development does not appear to "fit" with the transportation system and character of the area. The following factors severely constrain site development:

1. Location of development;
2. Street system about the site;
3. Pedestrian system about the site; and,
4. Regional traffic demand and impact on neighborhood.

Staff finds the proposal unacceptable until these concerns are addressed in a site development plan prepared by the applicant.

If further assistance is needed in this, please call me at extension 4254. Thank you.

cc: Steve Dotterer ✓
Ronald Hassett

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