



June 12, 2018, 2018

Bureau of Development Services  
City of Portland

Subject: Support for Proposed Redevelopment of the Aircraft Factory Building

To Whom It May Concern:

The Sullivan's Gulch Neighborhood Association (SGNA) and Grant Park Neighborhood Association (GPNA) would like to go on record supporting the proposed redevelopment proposal by InterUrban Corp. for the Aircraft Factory Building, which is located on the southeast corner of NE Broadway Street and NE 33<sup>rd</sup> Avenue. The applicant and their design team led by Emerick Architects presented their plans for the building to our respective Land Use and Transportation Committees (LUTC) on May 24, 2018. We welcome their proposal to preserve this historic structure.

We have concerns regarding the proposed frontage improvements that the City is asking the developer to make. The NE 33<sup>rd</sup>/Broadway intersection is problematic and needs to be thoroughly evaluated before incremental improvements are made that could jeopardize options for future improvements that perform better. We request that BDS forward our concern about the intersection to PBOT and ask that PBOT perform a traffic impact analysis (TIA) to provide greater certainty that frontage improvements are compatible with long-term operational and design modifications at the intersection.

We are especially concerned about pedestrian safety at this busy intersection. We would like to see the City alter the signal operation at NE 33<sup>rd</sup> and NE Broadway to provide a head-start for pedestrians in all street-crossing directions. It is our understanding that re-programming the signal operation in this way is a nominal expense and that the City recently made this change farther west in the corridor at NE 15<sup>th</sup> and NE Broadway. Installing this safety enhancement at NE 33<sup>rd</sup> Avenue will make the intersection safer for pedestrians consistent with the Vision Zero program.

If a full-blown TIA cannot be prepared at this time, we would accept a more limited operational analysis for the intersection provided that a more comprehensive evaluation of the intersection is included in the work program for the Broadway-Weidler Corridor Plan update. That analysis should include the following.

- Assessing three and four lane configurations for NE Broadway between NE 30<sup>th</sup> Avenue to NE 37<sup>th</sup> Avenue.
- Assessing the feasibility for including right and left turn lanes on Broadway westbound at NE 33<sup>rd</sup> Avenue.
- Assess operational changes to the signal system to promote pedestrian and transit vehicle priority.
- Assess a permanent fix for the pavement buckling that occurs on the west side of NE 33<sup>rd</sup> at the approach to NE Broadway, which prevents vehicles from navigating the intersection at normal speed.
- Assess the feasibility for adding curb extensions that would enhance pedestrian safety.
- Assess cross section configurations that would preserve short duration on-street parking and taxi/car share drop-off, which would benefit street-level businesses.

On a related topic, we are concerned that the Broadway corridor plan update appears to emphasize the analysis of operation and design needs west of 24<sup>th</sup> Avenue, as if there were certainty that development needs in the west end of the corridor will be greater in the near term. There is no rational basis for that assumption and recent developments in the vicinity of the NE 33<sup>rd</sup> intersection demonstrate the need for reliable system improvement planning throughout the corridor. The work program for the plan update should assess transportation system investment needs at the same level for the entire study area so that mitigation plans accurately reflect transportation investment needs for the planning horizon.

Sincerely,

David Brook, Chair

Ken Peterson, President and Land  
Use Committee Chair

Sullivan's Gulch Neighborhood Assn.

Grant Park Neighborhood Assn.