



Brian manages the Development Services Market Area for the firm’s Portland office, providing services to private developers and organizations throughout the Pacific Northwest. With over 20 years of experience, Brian has an extensive history preparing transportation engineering/planning studies to support the permitting, design, and construction of development projects involving all types of land uses. With equal exposure to private and public sector clients over his career, Brian has developed a reputation for working collaboratively, finding solutions to technically complex problems, and building consensus between involved agencies, clients, and stakeholders. With effective communication skills, he represents his clients' interests in a variety of public forums, whether it be making presentations to a neighborhood group, or providing professional representation at public hearings. Brian’s credentials in this field of transportation are further supported by his past experiences in planning and design. His transportation planning experience covers the preparation of multi-modal transportation plans for dozens of communities and highway corridors throughout Oregon. As a designer, he has prepared design plans, cost estimates, and technical specifications for the construction of traffic signals, roundabouts, roadway signing and striping, and street lighting systems.

BRIAN J DUNN, PE

*Associate Engineer/Development Services
Manager*

EDUCATION

BS Civil Engineering, Santa Clara University

YEARS OF EXPERIENCE

22

LICENSES

PE: OR

PE: WA

AFFILIATIONS

Oregon ICSC Alliance Program, contributor

Westside Economic Alliance, member

Clackamas County Business Alliance, member

Portland Business Alliance, member

AWARDS

PUBLICATIONS

PROJECT EXPERIENCE

[Kalama Manufacturing & Marine Export Facility, Cowlitz County, WA](#)

Brian is currently serving as Project Principal overseeing the preparation of a transportation impact study for a new methanol production facility proposed by NW Innovation Works within an industrial park owned by the Port of Kalama in Washington. The proposed new facility would receive natural gas by a pipeline, refine it into methanol, and then ship it via marine vessels traveling the Columbia River to various users/refiners on the West Coast. The transportation study evaluates the operational conditions of surface street facilities, identifies impacts created by the construction and operation of the project, assesses alternative site locations, and recommends methods and measures to mitigate identified impacts. Brian is also assisting in the preparation of the Transportation Environmental Impact Statement chapter required by State Environmental Policy Act (SEPA) Rules.

[Waterfront Property Rezone/Facility Planning, Port of Hood River, OR](#)

Brian served as the project manager overseeing the preparation of a transportation impact analysis to support rezoning and development of port properties along the Columbia River waterfront in Hood River. Proposed developments included several blocks of new industrial manufacturing, flex office, and retail service buildings to promote economic development, transportation, and recreational needs in the City. Analysis included assessment of port property development impacts, street facility and access needs, as well as circulation needs of large trucks. Coordination with City and ODOT planning and engineering staff was also provided to ensure consistency of Port plans with ongoing efforts to develop an updated Transportation System Plan and new I-84 freeway interchange access management plans.

[Happy Valley Fred Meyer, Happy Valley, OR](#)

Gramor Development secured a zone change and master plan approval for a mixed-use center, including a Fred Meyer store, on over 34 acres of land along Sunnyside Road and 172nd Avenue in Happy Valley, Oregon. Brian was the Project Manager responsible for preparing the transportation impact study for the master plan application, including an access plan for the site, planned extensions of two new collector streets and two traffic signals. This effort included extensive interaction with representatives from the City of Happy Valley and the Clackamas County Department of Transportation and Development.

The Springs at Kruse Way, Lake Oswego, OR

The Springs Living has secured land use approval to develop a senior living center on a 2.43-acre site along Kruse Way Place, just west of Boones Ferry Road in Lake Oswego, Oregon. The proposed senior living facility will consist of independent and assisted living units as well as memory care. Brian oversaw preparation of the transportation impact study and supporting transportation management program for the development application. The firms' staff, with Brian Dunn as Project Principal, assisted the project team in developing an access plan for the site as well as assessing potential traffic capacity and safety-related issues associated with future commercial development on an adjacent vacant parcel and a shared site access driveway with Kruse Way Place.

Alternative Trip Generation Rates for Urban Residential Developments - City of Portland, OR

Brian published a technical report summarizing the results of an alternate trip generation rate study for urban high-density housing projects located in Portland's Central City and Northwest District. The report demonstrates that trip rates for specific urban apartment and condominium projects, located in a multi-modal environment and having access to major public transit services, are lower and more suitable than the trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012, which is a standard reference for the City of Portland. This report, which was submitted to the City of Portland for review and approved in 2015, seeks the use of documented alternative rates for the preparation of transportation impact analyses in the City of Portland (as required by Zoning Code Title 33 - Chapter 33.641) to support land divisions, conditional use permits, and comprehensive plan/zoning map amendments, as well as in assessing Transportation System Development Charges, assuming proposed land uses exhibit similar characteristics to those documented in this study.