

IMPACT STATEMENT

Legislation title: Vacate a portion of SW Hooker St east of SW Water Ave subject to certain conditions and reservations (Hearing; Ordinance; VAC-10105)

Contact name: Lance D. Lindahl, PBOT Right-of-Way Acquisition

Contact phone: 503-823-7465

Presenter name: Lance D. Lindahl

Purpose of proposed legislation and background information:

The purpose of this legislation is to vacate a portion of SW Hooker Street east of SW Water Avenue as recommended in the Bureau Director's Report (the "Street Area").

The petition was initiated by the National University of Natural Medicine (the "Petitioner"), formerly known as the National College of Natural Medicine, for the purpose of increasing green space on their campus and to allow for additional garden space for student education.

The Petitioner is the owner of the properties located to the north and south of the Street Area and all of the vacation area will revert back to them.

SW Hooker Street west of SW Water Avenue is improved with asphalt traffic lanes and concrete sidewalks. It is currently open for public use and provides secondary access to the abutting properties. A physical connection to SW Kelly Avenue to the east does not currently exist due to a difference in elevation grades and the presence of an approximately 6.00 foot tall concrete retaining wall.

A 24.00 foot wide section of SW Hooker Street abutting SW Kelly Avenue is not being vacated. This area is being retained for the future widening of SW Kelly Avenue.

The petition was certified by the City Auditor's Office on November 18, 2015. The Street Area is described on Exhibit A and depicted on Exhibit B of the Ordinance.

The Planning and Sustainability Commission ("PSC") reviewed and approved the proposed street vacation request on September 13, 2016. A Bureau Director's Report was completed on January 18, 2017, recommending approval of the street vacation subject to certain conditions and reservations. The Report, inclusive of the PSC's recommendation, is attached.

The ordinance complies with state law under ORS 271 and City Code, Chapter 17.84.

Financial and budgetary impacts:

The process for vacating streets is a cost recovery program, typically paid for by the Petitioner, and does not have a net impact on PBOT's budget. Expenses for processing a street vacation request typically range between \$8,000 and \$20,000, depending on the complexity. This street vacation falls below the middle of the range and is estimated (with moderate confidence) to be approximately \$12,500.

Revenue paid by the Petitioner for this street vacation will cover the actual expenditures incurred by City staff for the processing of this request. The SAP Cost Object is 9TR000002219. The revenue and expenses are occurring in FY 2015-16 and FY 2016-17.

This legislation does not affect staffing levels nor result in a new or modified financial obligation or benefit now or in the future.

If City Council does not approve the ordinance, the Street Area will remain as public right-of-way and the Petitioner will develop their campus with less green space and less garden space for student education.

Community impacts and community involvement:

Pursuant to ORS 271.080 the Petitioner obtained the required signatures from surrounding property owners in the 'affected area' as stated in said statute, showing support of the vacation request. As an additional requirement of the state statute, the City Auditor also published notice of the public hearing in the Daily Journal of Commerce and has posted the notice near the Street Area.

Comments were solicited from City Bureaus, government agencies, public utilities and affected neighborhood and business associations in Southwest Portland. Although no substantive objections were received, PBOT Development Review has required the Petitioner to close the intersection of SW Hooker Street at the eastern edge of SW Water Avenue by constructing a vertical curb, 4 ft. furnishing zone, 6 ft. sidewalk, and a 1.5 ft. frontage zone. The north/south curb across SW Hooker Street will be in alignment with the eastern curb of SW Water Avenue. Improvements must be constructed under a separate public works permit to City standards. A bond, contract, and financial guarantee will be required prior to recording of the vacation ordinance.

PBOT Permit Engineering has required the Petitioner to construct a curb and sidewalk parallel to SW Water Avenue, beginning at the south curb line of SW Hooker Street and ending at the east curb line of SW Water Avenue. The curb line will be a radial connection that will be determined during the Public Works Permit process. Petitioner will remove all PBOT owned infrastructure in the vacation area related to street lighting, street name, and traffic control signs. A topographic survey and engineering analysis will be completed at the expense of the Petitioner and the City will determine if additional storm sewer inlets are needed.

Also, PBOT Bridges & Structures required that the Petitioner remove the tree growing through the asphalt along the west end of the concrete wall supporting SW Hooker Street at SW Kelly Avenue.

The PSC advertised and then held a public hearing on September 13, 2016. No one from the public came forward to testify in support or opposition of the vacation, and the PSC ultimately approved the vacation request.

There do not appear to be any other impacts to the community from vacating this right-of-way. There is no future public involvement anticipated since the ordinance will conclude the street vacation process.

Information regarding the advertising details can be provided by Toni Anderson, City Auditor's Office, 503-823-4022, or toni.anderson@portlandoregon.gov.

Budgetary Impact Worksheet

Does this action change appropriations?

- ☐ **YES:** Please complete the information below.
☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 2-15-17

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner Leah Treat Director

BACKGROUND INFORMATION
ONLY – NOT PART OF THE
ORDINANCE

188292

January 18, 2017

**FINDINGS & RECOMENDATION'S REPORT FROM THE BUREAU DIRECTOR TO CITY COUNCIL ON
THE PROPOSED VACATION OF SW HOOKER STREET EAST OF SW WATER AVENUE. (R/W
#8050)**

Background

1. **Proposed Street Vacation Area.** A portion of SW Hooker Street east of SW Water Avenue, said area being 60 feet wide and of variable length, containing approximately 7,049 square feet. The area is currently improved as a public street and is described on Exhibit A and is depicted on Exhibit B attached hereto.
2. **Petitioner.** The National University of Natural Medicine ("NUNM"), formerly known as the National College of Natural Medicine, is serving as the Petitioner on this vacation request (the "Petitioner"). They own of all of the property that abuts the proposed street vacation area.
3. **Purpose.** The street vacation is proposed in order to increase green space on the NUNM campus and to allow for additional garden space for student education.
4. **Compliance with Minimum Requirements.** The Petitioner has secured necessary signatures of property owners in the affected area, as required under ORS 271.080 (Vacation in incorporated cities; petition; consent of property owners). The Office of the City Auditor certified the required petition on November 18, 2015.
5. **Other Required Approval.** In accordance with ORS 271.190, since the area to be vacated lies within 5,000 feet of the harbor line, approval in writing of the proposed vacation has been secured from the Port of Portland.
6. **Due Diligence Review.** Comments were solicited from City Bureaus, government agencies, public utilities and affected neighborhood and business associations. A summary of this due diligence effort is attached as Exhibit C hereto. Of particular significance were comments by PBOT Development Review, PBOT Permit Engineering, and PBOT Bridges and Structures



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

which requested that certain conditions be satisfied prior to the street being vacated. Additionally, Portland General Electric and Northwest Natural have requested that the street vacation ordinance (the "Ordinance") reserve easements for their existing facilities.

Comments were also requested from PBOT Maintenance due to the unique characteristics of this street vacation site. Despite the current grade separation between SW Hooker Street and SW Kelly Avenue, Maintenance responded that ongoing access to and upkeep of the remaining 24.00 foot wide section of SW Hooker Street will not be an issue.

7. **Planning and Sustainability Commission Review.** The Planning and Sustainability Commission reviewed and approved the proposed street vacation on September 13, 2016, with its Report and Recommendation attached as Exhibit D hereto.
8. **Costs.** The Petitioner has paid \$12,500 to date to reimburse the City for staff costs incurred processing the street vacation request. The amount paid appears sufficient to complete the process.

Bureau of Transportation Recommendation

The Bureau of Transportation hereby finds the proposed street vacation application to be acceptable, and in the event that no substantive objections are made known to City Council at the upcoming public hearing, recommends approval of the street vacation, subject to the conditions and reservations specified below. The area to be vacated is more specifically described as follows (the "Street Area"):

As described on Exhibit A and depicted on Exhibit B attached hereto and by this reference made a part hereof.

Contains 7,049 square feet, more or less.

Conditions, Reservations and Releases

1. **Conditions.** The following conditions must be satisfied by the Petitioner prior to the street vacation ordinance (the "Ordinance") being recorded by the City and thereby considered effective:

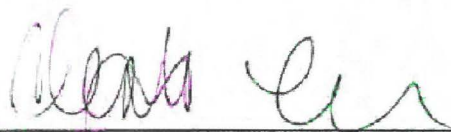
- A. **Bureau of Transportation, Development Review.** The Petitioner will close the intersection of SW Hooker Street at the eastern edge of SW Water Avenue by constructing a vertical curb, 4 ft. furnishing zone, 6 ft. sidewalk, and a 1.5 ft. frontage zone. The north/south curb across SW Hooker Street will be in alignment with the eastern curb of SW Water Avenue. Improvements must be constructed under a separate Public Works Permit to City standards. A bond, contract, and financial guarantee will be required prior to the recording the street vacation ordinance.
- B. **Bureau of Transportation, Permit Engineering.** The Petitioner will construct a curb and sidewalk parallel to SW Water Avenue, beginning at the south curb line of SW Hooker Street and ending at the east curb line of SW Water Avenue. The curb line will be a radial connection that will be determined during the Public Works Permit process. Petitioner will remove all PBOT infrastructure related to street lighting, street name, and traffic control signs. A topographic survey and engineering analysis will be completed at the expense of the Petitioner and the City will determine if additional storm sewer inlets are needed. A bond, contract, and financial guarantee will be required prior to the recording the street vacation ordinance.
- C. **Bureau of Transportation, Bridges and Structures.** The Petitioner will remove the tree growing through the asphalt along the west end of the concrete wall supporting SW Hooker Street at SW Kelly Avenue prior to the recording the street vacation ordinance.
- D. **Costs.** In accordance with Item 8 in the Background section above, the estimated administrative cost for completing the street vacation process is \$12,500, of which \$10,500 has been paid to date. Petitioner will remit \$2,000 to the City prior to the scheduled City Council hearing. In the event that additional processing requirements exceed current projections, Petitioner may be required to pay additional processing costs to the City prior to the Ordinance being recorded.

2. Reservations and Release

- A. **Utilities.** In accordance with ORS 271.120 and City of Portland policy, the Ordinance shall not cause or require the removal or abandonment of any sewer, water or gas main, conduit of any kind, wire, pole or thing used, or intended to be used, for any public service, including, but not limited to those identified by Portland General Electric and

Northwest Natural. The Ordinance will reserve an easement for the owner of any such utility or thing to maintain, continue, repair, reconstruct, renew, replace, rebuild, and/or enlarge any and all such thing; that no building or structure of any kind shall be built or erected within a distance of ten (10) feet from the centerline of any such utility, except with the prior written consent of the Director of the Bureau of Transportation and the owner of the utility and that any and all contemplated building plans in the Street Area shall be submitted for approval to the Director of the Bureau of Transportation and to the Director of the Bureau of Development Services, to the end that such construction may be so adjusted with reference to all public utilities in said areas as to cause a minimum of danger or inconvenience to the public and to the owner of such utility and to protect and preserve the same as presently constructed or hereinafter reconstructed, renewed, replaced and/or enlarged. Removal or relocation of existing utilities and release of easements in the Street Area will require the necessary conveyance documents and possible written agreements between the Petitioner and owner(s) of the utilities.

- B. **City Release.** Notwithstanding 2A, the Ordinance will serve as a full release of City interests in the Street Area and will provide City Bureaus with the authority necessary to take all other legal actions as may be reasonably necessary (including the issuance of quitclaim deeds acknowledging the release of any interests) to achieve this intent.
3. **Repeal.** In the event the Petitioner fails to fully comply with the above conditions within one year of Council adopting the Ordinance, City Council may repeal the Ordinance at its sole discretion.
4. **Effective Date.** The street vacation will not be effective until a certified copy of the Ordinance has been recorded by the City in Multnomah County Deed Records. Prerequisites to recording the Ordinance are that 30 days have passed after final Council passage of the Ordinance, that all conditions of the vacating Ordinance have been met, and that all vacation costs have been paid.



Bureau Director or designee

TO THE COUNCIL:

The Commissioner concurs with the recommendation of the Bureau Director and the Planning and Sustainability Commission and;

RECOMMENDS:

That the City Council accepts the Bureau Director and Planning and Sustainability Commission Reports, which recommend that the proposed street area be vacated subject to conditions and reservations provided herein.

Respectfully submitted,

Commissioner Dan Saltzman

Attachments:

Exhibit A, Legal Description of Proposed Vacation Area

Exhibit B, Map of Proposed Vacation Area

Exhibit C, Comments Summary

Exhibit D, Planning & Sustainability Commission Recommendation

EXHIBIT A

Westlake
consultants, inc

PLANNING | ENGINEERING | SURVEYING

2828 SW Water Avenue
Portland, OR 97201
Project No. 2445-002
October 06, 2016

EXHIBIT A
SW HOOKER STREET VACATION

A 60.00 foot wide strip of land situated in the northwest one-quarter of Section 10, Township 1 South, Range 1 East of the Willamette Meridian, in the City of Portland, Multnomah County, Oregon, being that portion of SW Hooker Street between SW Water Avenue and SW Kelly Avenue, being more particularly described as follows:

Beginning at the southwest corner of Lot 5, Block 42 of CARUTHERS ADDITION TO CARUTHERS ADDITION, as recorded in Book 1, Page 34, Multnomah County Plat Records;

thence, along the south line of said Block 42, being also the north line of SW Hooker Street, North 90°00'00" East, 88.09 feet to a point which bears North 90°00'00" West, 123.91 feet from the southeast corner of Lot 4, of said Block 42, being also on a line parallel with and 24.00 feet southwesterly from the southwesterly line of that portion of SW Kelly Avenue as described within the City of Portland Ordinance Number 50156 which lies within said Block 42;

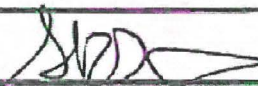
thence, leaving the south line of said Block 42, along said parallel line, South 44°24'30" East, 83.99 feet to the north line of Block 43 of CARUTHERS ADDITION TO CARUTHERS ADDITION, at a point which bears North 90°00'00" West, 65.13 feet from the northeast corner of Lot 1 of said Block 43, being also the south line of SW Hooker Street;

thence, along said north line of said Block 43, and the south line of SW Hooker Street, North 90°00'00" West, 146.87 feet to the northwest corner of Lot 8 of said Block 43;

thence, along the southerly prolongation of the west line of said Block 42, North 00°00'00" East, 60.00 feet to the point of beginning.

Containing 7,049 square feet.

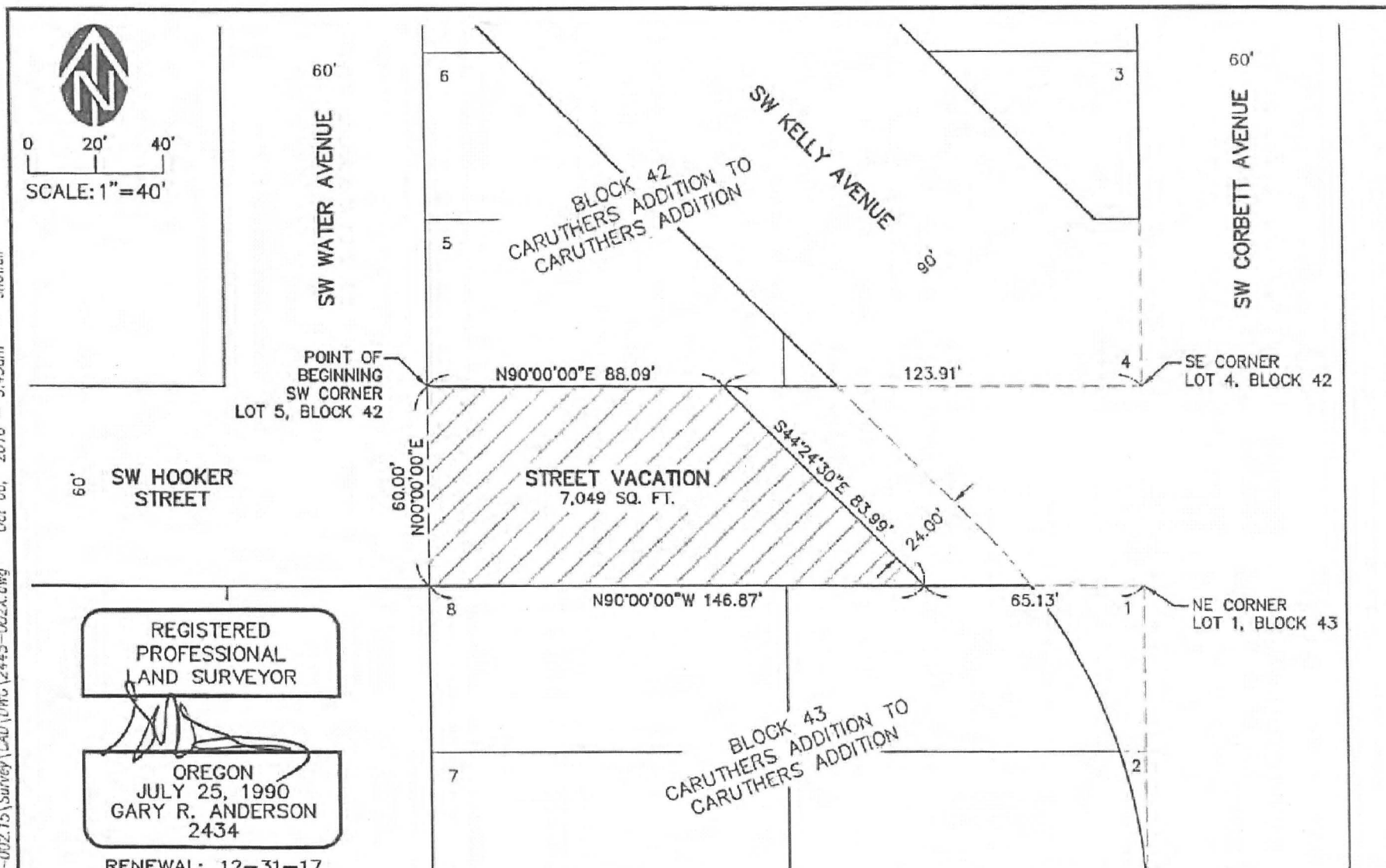
REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 25, 1990
GARY R. ANDERSON
2434

RENEWS: 12/31/17

Drawing Name: J:\2445-002.15\Survey\CAD\DWG\2445-002X.dwg Oct 06, 2016 - 9:43am - shorrell



REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 25, 1990
GARY R. ANDERSON
2434

RENEWAL: 12-31-17

EXHIBIT B

LOCATED IN THE NW 1/4 OF SECTION 10
TOWNSHIP 1 S., RANGE 1 E., W.M.
MULTNOMAH COUNTY, OREGON

DATE	06OCT16
DRAWN BY	SLH2
CHECKED BY	GRA
REVISION	0
JOB NO.	2445-002

WESTLAKE
CONSULTANTS INC.

ENGINEERING • SURVEYING • PLANNING

PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SUITE 150 (503) 684-0652
TIGARD, OREGON 97224 FAX (503) 624-0157

EXHIBIT B

188292

EXHIBIT C
Comments Summary

188292

R/W #8050 SW Hooker Street east of SW Water Avenue	RWA Project Manager: Lance Lindahl	Petitioner: National University of Natural Medicine Contact: Chris Hagerman, The Bookin Group 812 SW Washington Street, Suite 600 Portland, OR 97205 Phone: 503-502-8693 hagerman@bookingroup.com
SAP Cost Object No.: 9TR000002219		
VAC-10105		
IO # 14-191114		
Commenting Party	Response Dates	Comments / Conditions
City Bureaus / Depts. Notified:		
City Auditor Toni Anderson	11/18/15	Petition Certified.
PBOT Development Review Bob Haley 503-823-5171	1/7/2016; Rev 5/23/16	No objection subject to the following conditions: Petitioner will close the intersection of SW Hooker Street at the eastern edge of SW Water Avenue by constructing a vertical curb, 4 ft. furnishing zone, 6 ft. sidewalk, and a 1.5 ft. frontage zone. The north/south curb across SW Hooker Street will be in alignment with the eastern curb of SW Water Avenue. Improvements must be constructed under a separate public works permit to City standards. A bond, contract, and financial guarantee will be required prior to recording of the vacation ordinance. Note Only: Future private use of the remaining portion of SW Hooker Street west of SW Kelly Avenue will be subject to PBOT's Encroachment Review process.
Transportation Planning Grant Morehead	12/21/15; Rev 5/9/16	No objection.
PBOT Permit Engineering Chon Wong 503-823-7050	1/7/2016; Rev 6/2/16	No objection subject to the following conditions: The Petitioner will construct a curb and sidewalk parallel to SW Water Avenue, beginning at the south curb line of SW Hooker Street and ending at the east curb line of SW Water Avenue. The curb line will be a radial connection that will be determined during the Public Works Permit process. Petitioner will remove all PBOT owned infrastructure in the vacation area related to street lighting, street name, and traffic control signs. A topographic survey and engineering analysis will be completed at the expense of the Petitioner and the City will determine if additional storm sewer inlets are needed.
PBOT Trans Systems Mgmt. Carl Snyder	12/18/2015; Rev 5/23/16	No objection; no change.

Comments Summary

Commenting Party	Response Dates	Comments / Conditions
PBOT Bridges and Structures David O'Longaigh/ Cameron Glasgow 503-823-9726	12/1/2015; Rev 5/26/16	No objection subject to the following conditions: The Petitioner will remove the tree growing through the asphalt along the west end of the concrete wall supporting SW Hooker Street at SW Kelly Avenue.
Development Services Diane Hale	12/30/15; Rev 5/23/16	No objection; no change.
Development Services David Kuhnhausen	12/1/2015; Rev 5/5/16	No objection; no change.
Environmental Services Andre Duval	1/6/2016; Rev 5/24/16; Rev 11/17/16	No objection.
Water Bureau Rick Nelson/Terry Wenz	12/15/2015; Rev 5/24/16	No objection; no change.
Portland Fire & Rescue Kari Schimel	12/2/2015; Rev 5/26/16	No objection.
Parks & Recreation Ryan Sablan	12/28/2015; Rev 5/23/16	No objection; no change.
Urban Forestry Division Luke Miller	12/30/2015; Rev 6/10/16	No objection; no change.
BTS Mapping Paul Cone	12/1/2015; Rev 5/5/16	No objection; no change.
PBOT Street Lighting Dan Spoelstra	12/10/2015; Rev 6/2/16	No objection.
PBOT Maintenance Michael Williams	12/13/16	No objection.
Planning & Sustainability Commission	9/13/16	Approved.
Neigh Assoc Notified:		
South Portland NA Jim Gardner, Chair		No response.
SW Neighborhoods, Inc. Sam Pearson, President		No response.

Comments Summary

Commenting Party	Response Dates	Comments / Conditions
SW Hills Residential League Nancy Seton, LU Chair		No response.
SW Trails Don Baack, SW Trails PDX		No response.
Local Agencies Notified:		
ODOT Region 1 John Makler 503-731-4753	12/14/2015; Rev 6/10/16	No objection.
Port of Portland Phil Healy	12/1/15	No objection.
TriMet Nick Stewart		No response.
Public Utilities Notified:		
PGE Tina Trippin/Fidel Banuelos 503-464-7672/503-464-8126	12/4/2015; Rev 5/10/16	Have facilities in street area; reserve easement.
Pacific Power Richard Birch	12/1/15	No facilities in street area.
CenturyLink Tommy Sassone	12/17/15	No objection.
Northwest Natural Richard Hawkes 503-226-4211 Ext. 4321	12/3/15; Rev 5/23/16	Have facilities in street area; reserve easement.
Comcast Cable Matt Parris	12/1/15	No facilities in street area.

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner Leah Treat Director

CITY OF PORTLAND PLANNING AND SUSTAINABILITY COMMISSION REPORT AND RECOMMENDATION TO THE PORTLAND CITY COUNCIL

FILE NUMBER: R/W #8050

CONSENT AGENDA ITEM HEARD ON SEPTEMBER 13, 2016

I. GENERAL INFORMATION

Street Vacation Request: R/W #8050, SW Hooker St between SW Water Ave and SW Kelly Ave

Petitioner: National University of Natural Medicine, represented by Chris Hagerman (812 SW Washington St, Portland, OR 97205; 503-502-8693)

Purpose: The purpose of the proposed vacation is to consolidate the right-of-way with the abutting property for future development.

Neighborhood: South Portland; contact is Jim Gardner, Land Use/Planning Chair (jimdennachamois@msn.com)

Quarter Sections: 3329

Designation/Zone: RH (High Density Residential). The surrounding property has been proposed to be re-zoned to Campus Institutional 2 as part of the Comprehensive Plan update.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6368, or use Oregon Relay Service, 711.

II. EXECUTIVE SUMMARY AND RECOMMENDATION

The purpose of this action is to vacate right-of-way to maximize the developable area of adjacent parcels. The Planning and Sustainability Commission recommends **APPROVAL** of the street vacation request, with conditions.

III. FACTS

A. History and Background

The area proposed for vacation lies within the campus of the National University of Natural Medicine (NUNM). In 2012, NUNM finalized a Campus Master Plan that envisions a significant expansion, and development of a more traditional university-like campus across its properties. Staff from several public agencies participated in the development of the Master Plan, which can be viewed at <http://nunm.edu/about/campus-master-plan-2012-2022/>

Included in the Master Plan was a concept to vacate a portion of SW Hooker Street, from SW Water Avenue to SW Kelly Avenue. In developing the formal petition to the City that is the subject of this staff report, NUNM staff met several times with representatives from the Portland Bureau of Transportation and the Oregon Department of Transportation (ODOT). The original proposal has been modified to accommodate a potential widening of SW Kelly Ave, as discussed in Section III.C below.

B. Concurrent Land Use Actions

There are no concurrent land use actions.

C. The Transportation Element

This segment of SW Hooker St is classified as Local Service for all modes, and is a Minor Emergency Response Street.

D. Neighborhood Plan

There is no neighborhood plan in this area.

IV. FINDINGS

A. Comprehensive Plan Goals and Policies Consideration

The relevant policies of the Comprehensive Plan are:

Policy 6.20 Connectivity states:

Support development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.

Comment: The proposed vacation will not affect connectivity. The proposed vacation is part of a Master Plan for the NUNM campus, which shows future internal circulation patterns (Exhibit 5) and future use of the subject right-of-way as a parking facility (Exhibit 6).

Policy 6.21 Right-of-Way Opportunities states:

Preserve existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained.

Comment: The subject right-of-way is approximately 125 feet in length, and dead ends at the eastern terminus due to a significant grade change (Exhibits 3 and 4). The intersecting street, SW Kelly Ave, is a Major City Traffic Street carrying heavy volumes as part of the Ross Island Bridge/US 26 interchange with I-405. The grade change and adjacent ramp system to and from the Ross Island Bridge make a future street connection at this location extremely unlikely. The proposed vacation therefore will have no impact on the function of nearby streets or the overall transportation system.

Policy 8.14 Natural Resources, Objective I. States:

Consideration of Scenic Resources in Street Vacations. Require the preservation and maintenance of existing and potential view corridors and view points when approving street vacations. Require view easements within or near street vacations where access to viewpoints or view corridors is desired.

Comment: No existing or potential view corridors have been identified in the review of the street vacation request.

Policy 11.11 Street Plans, Objectives D, E and N state:

D. Provide full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints.

E. Provide bike and pedestrian connections at approximately 330-foot intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints.

N. Preserve street connectivity in areas of the City that meet the standards of this policy and its objective as shown on Maps 11.11.9 through 11.11.16.

Comment: Per Objectives D and E, topographical constraints and the presence of the Kelly Ave/Ross Island Bridge ramp system make a future full street connection extremely unlikely. A pedestrian connection will be required as a condition of future development permits on the adjacent parcels.

Per Objective N, the area of the proposed vacation is shown on the Central City District Map 11.11.9 as meeting the connectivity standard. The interchange complex disrupts the street grid to the east, but in the immediate area of the proposed vacation, the standard 200-foot block grid is still intact. The proposed circulation pattern in the NUNM Master Plan incorporates this historic circulation pattern (Exhibit 5).

Policy 12.4 Provide for Pedestrians, Objective G. states:

Retain rights for pedestrian access and circulation when considering requests for street vacations. Preserve existing pedestrian routes and protect routes needed by pedestrians in the future. Ensure that street vacations do not reduce access to light and air or the intimate scale that is so much a part of Portland's character.

Comment: The NUNM Master Plan incorporates a circulation pattern similar to the existing street grid (Exhibit 5). Also, a pedestrian connection to SW Kelly Ave to the east will be required as part of future development on the campus.

B. Neighborhood Plan Considerations

Comment: There are no neighborhood plan considerations.

C. Other Relevant Comprehensive Plan Policies (and/or Plans)

Comment: The most recent transportation plan for the area, the I-405 Final Report, was developed by City and ODOT staff in 2012. It builds upon the earlier South Portland Circulation Study, and analyzes several alternatives for reconfiguring the US 26/I-405 interchange. Although it does not identify a preferred alternative, one option (Exhibit 7) would require widening SW Kelly Ave adjacent to the NUNM campus. The proposed vacation has been designed to accommodate any such roadway widening were it to occur in the future.

D. Zoning Code Considerations

Other zoning code designations that could apply and that should be considered during review of a street vacation request include environmental zoning or designation as a recreational greenway trail.

Comment: There are no zoning code considerations.

E. Subdivision Code Considerations

Comment: There are no subdivision code issues.

F. Improvement and Utility Considerations

The street vacation request was reviewed by Portland Bureau of Transportation (PBOT) for conformance with standards for street improvements. The following condition of approval will be required:

- Petitioner shall close the intersection of SW Hooker at the eastern edge of SW Water by constructing a vertical curb, 4 ft. furnishing zone, 6 ft. sidewalk, and 1.5 ft. frontage zone. The north/south curb across Hooker will be in alignment with the eastern curb of SW Water. Improvements must be constructed under a separate public works permit to City standards. A topographical survey and engineering analysis will be completed at the expense of the Petitioner and the City will determine if additional storm sewer inlets are needed. A bond, contract, and financial guarantee will be required prior to recording the street vacation ordinance.

- Petitioner shall remove the tree growing through the asphalt along the west end of the concrete wall supporting SW Hooker at SW Kelly.

The Bureau of Development Services responded with no objection.

The Bureau of Environmental Services requires the following condition of approval:

- Stormwater runoff from the impervious surfaces within the vacated area will be managed per the Stormwater Management Manual prior to the discharge into the public system.

The Portland Water Bureau responded with no objection.

Portland Fire and Rescue responded with no objection.

Urban Forestry responded with no objection.

Portland Parks and Recreation responded with no objection.

The Bureau of Technology Services responded with no objection.

ODOT and the Port of Portland responded with no objection.

TriMet was notified but did not respond.

PGE and Northwest Natural responded that they have facilities in the area and will require an easement.

Pacific Power, Century Link and Comcast responded that they do not have facilities in the area.

G. Neighborhood Issues

Notice of this street vacation request was provided to the South Portland Neighborhood Association, the Southwest Hills Residential League Neighborhood Association, Southwest Neighborhoods, Inc., and Southwest Trails PDX. No responses were received.

V. CONCLUSIONS

Based on the above analysis, Portland Bureau of Transportation states that the right-of-way is not needed to provide future facilities. Additionally, approval of the street vacation will not affect the functional performance of the street system in the area.

VI. PLANNING AND SUSTAINABILITY COMMISSION RECOMMENDATION

The Planning and Sustainability Commission recommendation is **approval** of the vacation of the area as shown on Exhibit 1 **with conditions**:

1. Prior to recording the street vacation ordinance, the Petitioner shall comply with all conditions set forth in Sections IV,F above.

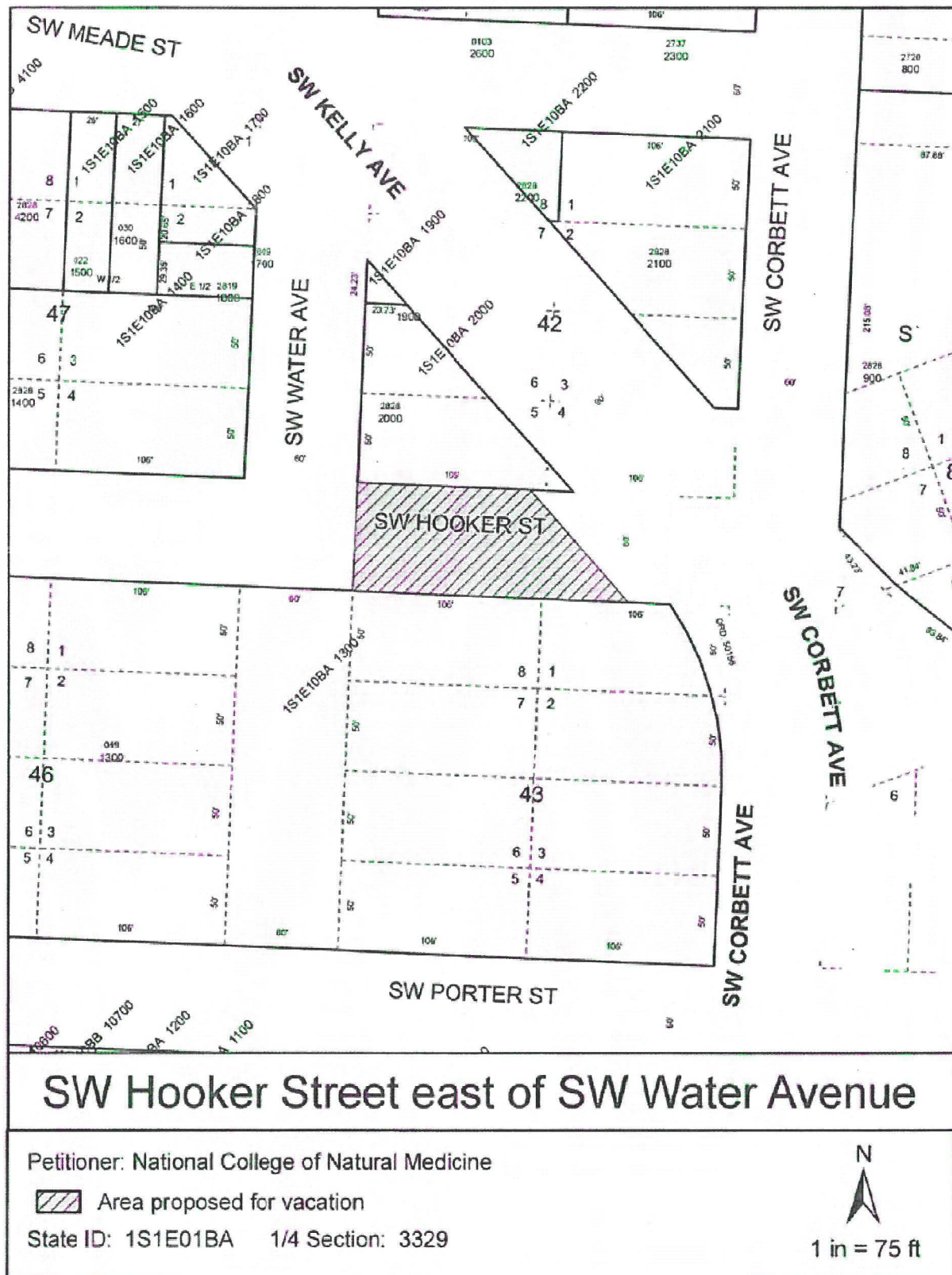
VII. EXHIBITS

1. Area proposed for vacation
2. Aerial Photo
3. Street view of vacation area: from west end facing east
4. Street view of vacation area: from east end facing south
5. Page from NUNM Master Plan – circulation
6. Page from NUNM Master Plan – parking
7. Page from I-405 Final Report – Concept C: Westbound Enhanced Grid

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Case File

Exhibit 1



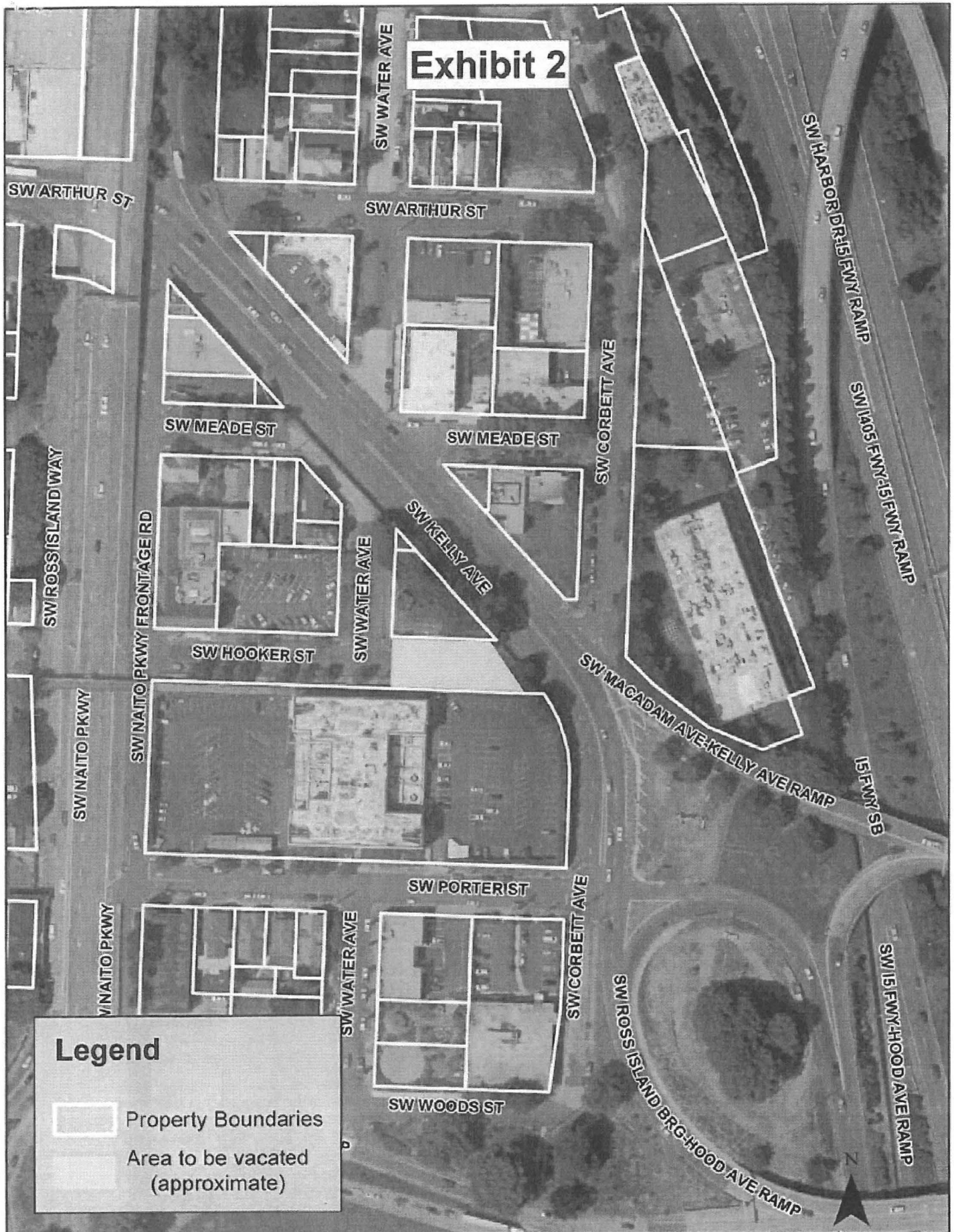
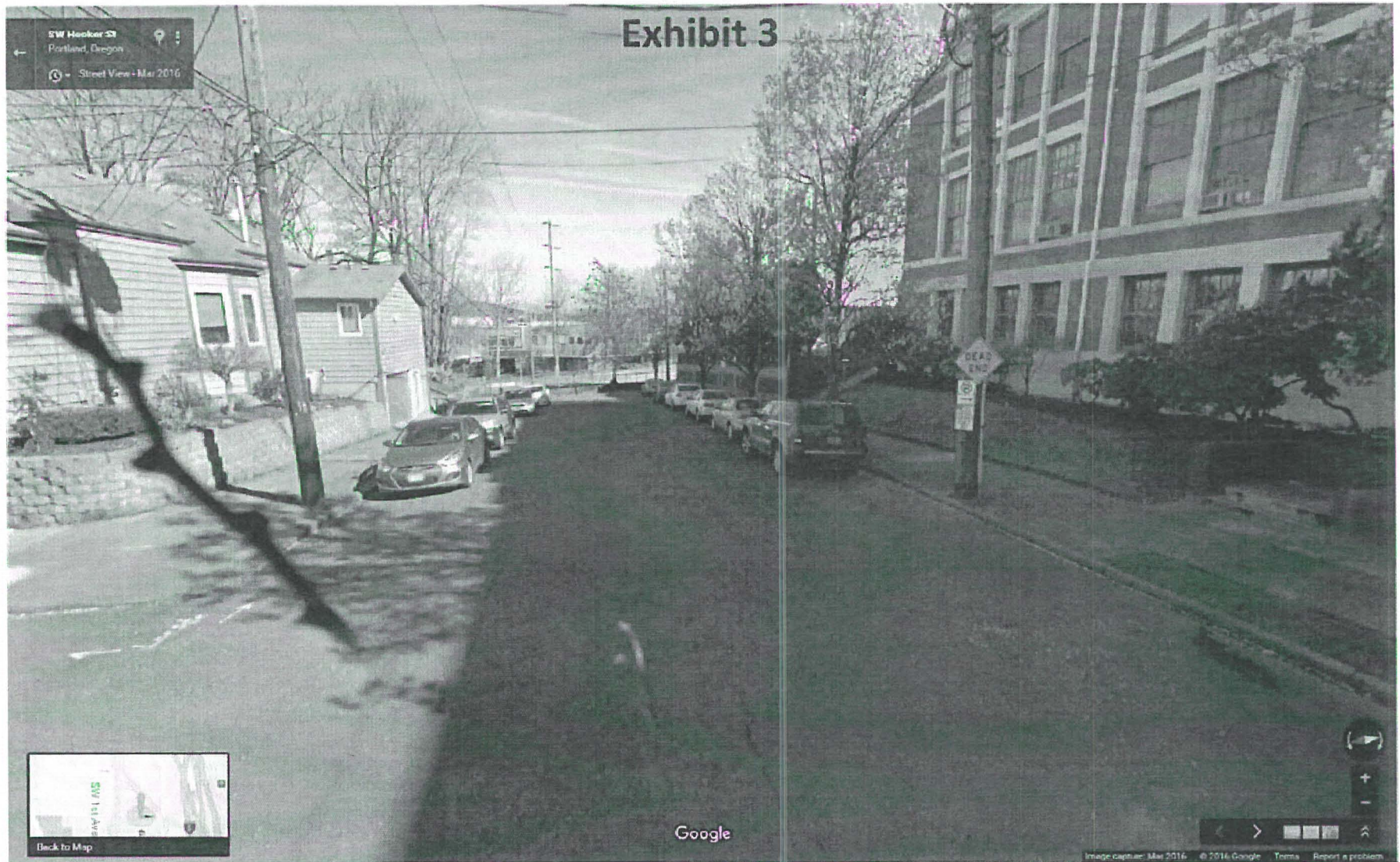
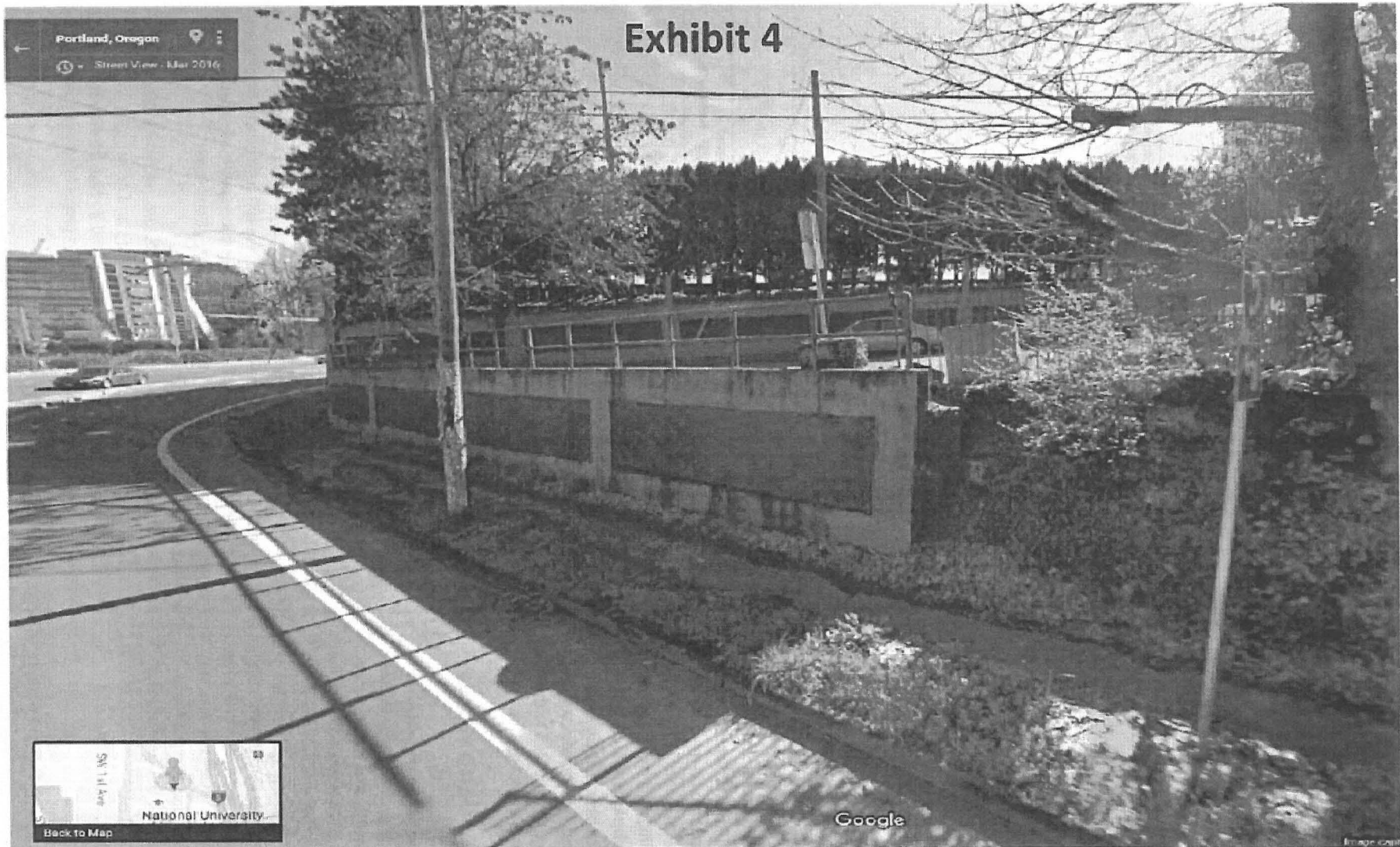


Exhibit 3



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Exhibit 4



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Exhibit 5

TRANSPORTATION, ACCESS AND PARKING

ACCESS TO THE NCNM CAMPUS IS DIFFICULT. The campus is, in many ways, cut off from the surrounding neighborhood by large, regional streets that handle significant auto and truck traffic. Due to the difficult transportation access, NCNM has no discernible front door and no clear entry points for people arriving by car, bus, bicycle or foot. The Master Plan envisions a campus that is both easy to find and easy to get to by whatever means.

The campus has excellent bus service and almost 50 percent of the people arriving on campus do so by bus, bike or foot. To maintain this excellent mode split, NCNM will designate a staff member to be the college transportation manager. His or her responsibilities will include arranging car pools, distributing transit passes, helping with bicycle and transit trip planning, and introducing new students, faculty and staff to the many ways to travel to the campus.

PEDESTRIAN AND BICYCLE ACCESS

Walking and biking are preferred commute choices for many NCNM students, faculty and staff. Current pedestrian and bicycle access to campus is somewhat limited and in some cases requires a dangerous crossing of major traffic streets (see Figure 13). The pedestrian bridge at SW Hooker St. provides pedestrian and bicycle access over SW Naito Parkway, but the bridge is old and does not meet ADA standards due to its steep approach ramps.

Figure 13. Existing Pedestrian Circulation

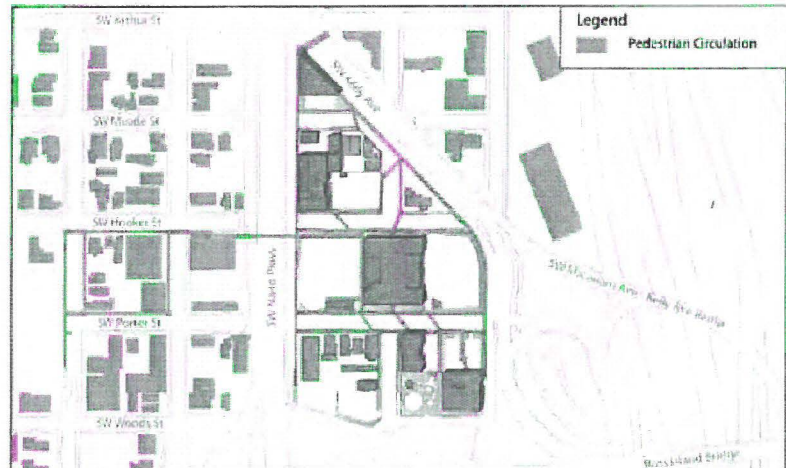


Figure 14. Full Build Out Pedestrian Circulation



Crossing SW Kelly Ave. is difficult due to the high speed of traffic from both I-5 and the Ross Island Bridge. There is a pedestrian tunnel located at the north end of SW Kelly Ave., but it is not maintained and feels dangerous. A project under construction on SW Kelly Ave. will help make it easier to cross this busy street, but until a

traffic signal is placed on SW Kelly Ave., this will continue to be a place that requires pedestrians and cyclists to use extreme care.

In the future, pedestrian and bicycle access to and on campus will be improved by significant traffic calming projects on both SW Naito

Exhibit 6

collaboratively on new improvements to SW Kelly Ave. In the future, the access to the Ross Island Bridge may be significantly changed, providing new transportation routes to campus. NNCM will continue to work with ODOT, the City of Portland and the South Portland Neighborhood to improve auto access to this area (see Figure 16).

PARKING

Finding a balance between providing convenient campus parking and making good campus spaces for people is challenging, particularly within a confined urban campus such as NNCM. Currently NNCM has about 430 parking spaces provided in surface lots and on the streets surrounding campus. NNCM charges for use of the parking lots and the on-street parking requires a permit to use for more than two hours. As is shown on Figure 17, a lot of the current campus is consumed by parking lots. The goal of the Master Plan is to maintain the same level of parking while decreasing its dominance of the campus.

In the future, parking will be provided in underground structures, in parking lots and on the streets surrounding the campus (see Figure 18). The Master Plan provides new parking or replacement parking for each Phase and maintains all of the parking needed within the campus boundaries. As can be seen from Figure 18, the parking is moved to the outsides of the campus, allowing for the creation of the central campus green space. Parking lots also are landscaped to provide more campus

Figure 17. Existing Parking

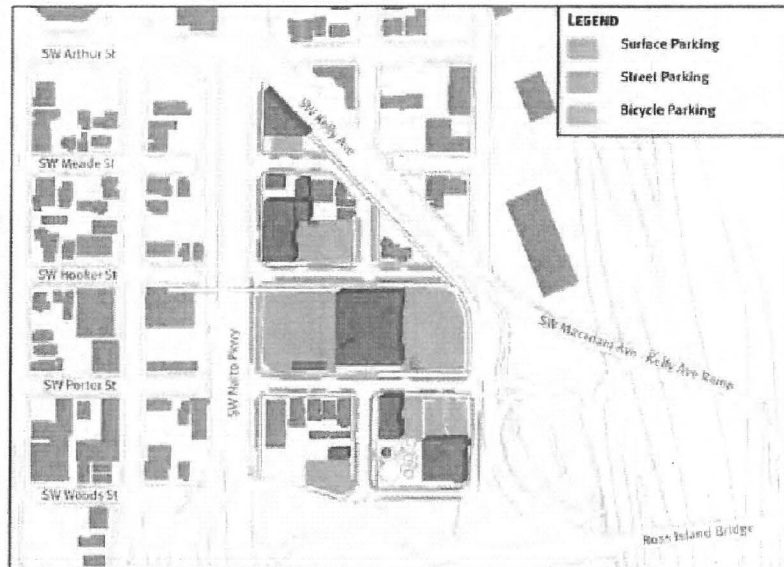
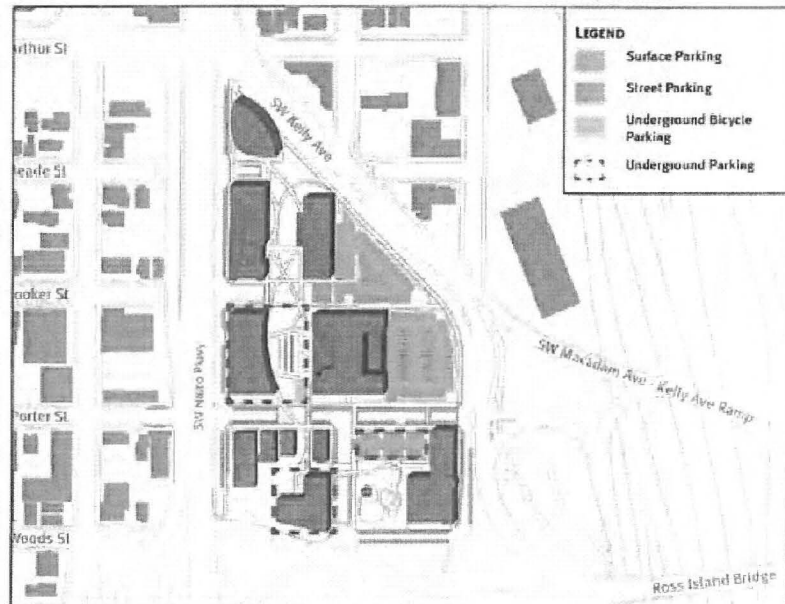


Figure 18. 20-Year Vision-Parking



greenery. Perhaps the most important parking change is the construction of underground parking with the construction of Academic Building Two. This priority campus project

helps de-emphasize the automobile on campus while providing a new, modern building and a significant amount of green space.

Exhibit 7

