

# 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](http://www.portlandoregon.gov/transportation)

Dan Saltzman Commissioner Leah Treat Director

## STAFF REPORT AND RECOMMENDATION TO THE PLANNING AND SUSTAINABILITY COMMISSION

FILE NUMBER: R/W #8446

COMMISSION MEETING TO BE HELD JANUARY 9, 2018 12:30 PM  
1900 SW 4<sup>TH</sup> BUILDING, 2<sup>ND</sup> FLOOR, ROOM 2500 A

### I. GENERAL INFORMATION

**Street Vacation Request:** R/W #8446, SE Grant Street west of SE Water Avenue

**Petitioner:** Oregon Museum of Science and Industry. The petitioner's representative is Carol Gossett, [cgossett@omsi.edu](mailto:cgossett@omsi.edu) and (503) 797-4583

**Purpose:** The purpose of the proposed vacation is to consolidate property and complete the vacation of SE Grant St., which was inadvertently left out of the street vacation from 1955.

**Neighborhood:** Hosford-Abernethy Neighborhood District

**Quarter Sections:** 1S1E03DD

**Designation/Zone:** EG2 (General Employment 2)



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## **II. FACTS**

### **A. History and Background**

The petitioner has requested the proposed vacation to consolidate the adjacent properties for potential development as part of OMSI's future master plan. This portion of SE Grant is unimproved and was inadvertently left out of the previous street vacation for SE Grant Street that occurred in 1955.

### **B. Concurrent Land Use Actions**

There are no concurrent land use actions at this time.

### **C. The Transportation Element**

SE Grant Street is classified as a Local Service Traffic Street, Local Service Transit Street, Local Service Bikeway, Local Service Pedestrian Street, Freight District, Minor Emergency Response Street, and Local Design Street in the transportation element of the Comprehensive Plan.

### **D. Neighborhood Plan**

The Southeast Quadrant Plan (2015) includes a vision for the OMSI Station Area. It is to "Create a major and active riverfront station area that includes land and water based transportation, educational and recreational opportunities. Promote visitor-serving attractions, amenities, and retail, as well as a mix of high-density commercial office, institutional and industrial employment uses." The proposed street vacation and future development are consistent with these land use and transportation visions.

## **III. 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: SE Grant Street at this location is currently unimproved and does not connect between SE 2<sup>nd</sup> Place and SE Water Avenue. The right of way does not serve the larger transportation network.*

#### **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: SE Grant Street at this location is currently unimproved and not used as a street. The established street patterns will not be interrupted by the proposed street vacation.*

**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 and E 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.

*Comment: Per Objective D, the proposed street vacation does not impact full street connections spacing.*

*Per Objective E, the proposed street vacation does not impact bicycle and pedestrian connectivity and access.*

**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: Existing pedestrian access will not be impacted if this vacation request is approved.*

**B. Neighborhood Plan Considerations**

*Comment: The proposed vacation is intended to support development in a General Employment zone, which is consistent with the adopted Southeast Quadrant Plan.*



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

*Comment: There are no other Comprehensive Plan policies or policies from other adopted plans that are relevant to this request.*

### **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**

Notice of this street vacation request was provided to the Bureau of Development Services (BDS) to determine if there are any relevant impacts to consider related to future subdivision of property in the area. BDS responded with no objection.

### **F. Improvement and Utility Considerations**

The street vacation request was reviewed by PBOT for conformance with standards for street improvements. The following conditions will be required:

- PBOT Development Review has required that 12 feet of right-of-way from the face of the curb along SE Water Avenue be retained.
- PBOT Transportation System Management has required that the vacation area needs to terminate at the west right-of-way line of SE Water Avenue

Other public agencies, public and private utilities were notified of this street vacation request.

- The Bureau of Environmental Services has required a sewer easement over the west 48 feet of SE Grant Street to line up with sewer easement to the south of SE Grant Street.
- 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 responded with no objection.
- The Port of Portland responded with no objection.
- TriMet responded with no objection.
- CenturyLink responded that it does not have facilities in the street area.



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- Northwest Natural responded that it does not have facilities in the street area.
- Pacific Power did not respond.
- PGE responded that it has no facilities in the street area.
- Comcast did not respond

### **G. Neighborhood Issues**

Notice of this street vacation request was provided to the Hosford-Abernethy Neighborhood District, SE Uplift Neighborhood Coalition, and 82<sup>nd</sup> Avenue of Roses Business Association. Hosford-Abernethy Neighborhood District responded with support for the proposed street vacation.

### **IV. 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.

### **V. TENTATIVE STAFF RECOMMENDATION**

The staff recommendation is **approval** of the vacation of the area as shown on Exhibit 1, **with conditions**:

- Prior to recording the street vacation ordinance, the Petitioner shall comply with all conditions set forth in Section III.F above.

The Portland Bureau of Transportation staff may revise this recommendation upon receipt of new information at any time prior to the Planning and Sustainability Commission's recommendation.

### **VI. EXHIBITS**

1. Map of Area Proposed for vacation
2. Hosford-Abernethy Neighborhood District Letter

Bureau of Transportation Staff Planner  
 Bob Kellett  
 503/823-6127  
 Bob.Kellett@portlandoregon.gov

cc: Dee Walker, Right-of-Way Case Manager Case File



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# Street Vacation Map



## SE Grant Street west of SE Water Avenue

Petitioner: Oregon Museum of Science and Industry

State ID: 1S1E03DD



Area proposed for vacation

N



1 in = 50 ft



**HOSFORD-ABERNETHY**  
NEIGHBORHOOD DISTRICT ASSOCIATION

May 3, 2017

Carol Gossett  
Property Development Manager  
Oregon Museum of Science and Industry  
1945 SE Water Avenue  
Portland Oregon 97214

Dear Ms Gossett,

During the April 25, 2017, meeting of the Hosford-Abernethy Neighborhood District (HAND) Board of Directors Executive Committee, with those attending functioning as the Rapid Response Committee, discussion and a vote of the committee members supported the Oregon Museum of Science and Industry (OMSI) proposal for vacation of a remnant of SE Grant Street, extending west from Water Avenue on OMSI property. That remnant is all that remained after previous vacation(s) of segments of Grant Street on what is OMSI property.

Any action of the Rapid Response Committee is dependent upon ratification of the full HAND board at a subsequent board meeting.

The HAND Rapid Response Committee members recognize that the remnant in question could affect any plans for development on that part of OMSI property. The members of the HAND Rapid Response Committee were firm in their expectation that recognition of the loss of a segment of public property, along with general good will toward the surrounding neighborhood by any future developer of the property, would result in public space/open space and public amenities within any planned development.

It is always a pleasure for HAND board members and resident to work in collaboration with OMSI, an icon of our neighborhood and the City of Portland.

Very best regards,

Susan E. Pearce, HAND Chair