

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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**Dan Saltzman** Commissioner **Chris Warner** Interim Director

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

**FILE NUMBER: R/W #8111**

**COMMISSION MEETING TO BE HELD: TUESDAY, OCTOBER 9, 2018, 12:30 PM,  
1900 SW 4<sup>TH</sup> AVE, SUITE 2500**

### I. GENERAL INFORMATION

**Street Vacation Request:** SW Washington Street south of W Burnside Street

**Petitioner:** Harsch Investment Properties. The representative is Steve Roselli,  
[stever@harsch.com](mailto:stever@harsch.com) and 503.973.0211.

**Purpose:** The stated purpose for the proposed street vacation is to consolidate the Petitioner's adjacent property and ultimately develop a safe and prominent fixture in the Goose Hollow neighborhood.

**Neighborhood:** Goose Hollow

**Quarter Section:** 3028

**Designation/Zone:** CX (Central Commercial)



*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.*

## II. FACTS

### A. History and Background

SW Washington Street between W Burnside Street and SW 15<sup>th</sup> Avenue is approximately 120-feet in length. It currently serves as a slip lane for eastbound vehicles on W. Burnside Street to turn south onto SW 15<sup>th</sup> Avenue, provides garage access to the petitioner's building at 1512 W Burnside, and has three on-street parking spots. The proposed street vacation, initiated by the adjacent property owner, would remove the slip lane. The petitioner has indicated that the vacated right-of-way will be used for a plaza, rain swale feature or green space and that any future redevelopment of the adjacent properties will not include structures on the vacated area. Access to the petitioner's garage will be maintained.

As part of a separate capital improvement project - Downtown 1-405 Pedestrian Safety and Operational Improvements Project - PBOT is redesigning the intersection of W. Burnside/SW15th/SW Washington. The funded project is currently in design and is slated for completion around January 2020. It will permanently close the SW Washington slip lane, as it has been determined that it is not needed for operational purposes and that the slip lane creates safety concerns. Additionally, the project will upgrade the intersection's traffic signal, improve the turning radius to allow southbound traffic to turn directly from W. Burnside to SW 15<sup>th</sup>, and make pedestrian crossings improvements. The petitioner and PBOT project staff have been coordinating on the timing of the intersection improvements and proposed street vacation.

### B. Concurrent Land Use Actions

There are no concurrent land use actions at this time.

### C. The Transportation Element

In the 2035 Transportation System Plan, SW Washington Street is designated as a city bikeway, local service traffic street, local emergency response, local street design class, local service walkway, and local service truck street.

### D. Neighborhood Plan

SW Washington Street is located in the Goose Hollow neighborhood. As part of the 1996 Goose Hollow Urban Design Plan, the area proposed for vacation is identified as future pocket park. The 2012 Pearl District Access and Circulation Plan recommends: "Removing a slip lane, constructing a new corner extension and marked crosswalks at NW 15th Ave and W Burnside St." The Central City West Quadrant Plan, adopted in 2015, includes implementation action #TR8, which calls for PBOT and private parties to "Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" (triangular shaped spaces) into public spaces" and to "Take advantage of the grid-shift at Burnside to reclaim excess street space for new plazas, gathering spaces and local points of identity."

## III. APPROVAL CRITERIA FINDINGS

*Title 17.84.025 Approval Criteria for Vacating Streets*

*A. In consideration whether the vacation will prejudice the public interest, the Council will consider the following factors, as relevant:*

- 1. The area proposed to be vacated is not needed presently, and is not identified in any adopted plan, for public services, transportation functions, utility functions, stormwater functions, view corridors and or viewpoints, tree planting/retention, pedestrian amenities, or community or commercial uses.*

*Comment:* PBOT’s traffic analysis has concluded that SW Washington slip lane is not operationally needed and that there would be safety benefits to closing it. This will occur as part of the Downtown 1-405 Pedestrian Safety and Operational Improvements Project. The area proposed for vacation is not identified in any adopted plan for public services, transportation functions, utility functions, stormwater functions, view corridors, or viewpoints, tree planting/retention, and pedestrian amenities. The area proposed for vacation has been identified in at least three adopted plans as an area for open space and/or a public plaza. The petitioner has indicated that this is the intended future use of the proposed vacated area. Additionally, as a condition of approval listed below, there will be an easement over the vacated area to accommodate a future public plaza. With the conditions below, the criterion is met.

2. *The vacation does not prevent the extension of, or the retention of public services, transportation functions, utility functions, stormwater functions, view corridors and/or view points.*

*Comment:* With the conditions listed below in section IV., the proposed vacation does not prevent the extension of, or retention of, public services and function. The vacated area is not identified as a view corridor or view point. This criterion is met.

3. *Public services, transportation functions, or utilities can be extended in an orderly and efficient manner in an alternate location.*

*Comment:* The existing land use and transportation pattern in the area around the proposed street vacation supports the orderly and efficient manner of potential future extension of public services, transportation functions, and utilities. The SW Washington Street right-of-way is not required for these purposes. This criterion is met.

4. *The vacation does not impede the future best use, development of, or access to abutting property.*

*Comment:* As part of the proposed street vacation, the garage access to 1512 W. Burnside will be realigned for direct access off W. Burnside, maintaining access to the abutting properties. The proposed street vacation does not impede future best use and development of the abutting properties. This criterion is met.

5. *The area of vacation is not presently, or will not in the future be, needed as part of an interconnected system of public streets that is generally consistent with the street connection and bicycle/pedestrian spacing requirements in section 17.88.040 Through Streets.*

*Comment:* A slip lane that is approximately 120-feet in length, SW Washington is not presently, or will not in the future be, needed as part of an interconnected system of public streets. Street connection and bicycle/pedestrian spacing in the area meets requirements. This criterion is met.

**IV. IMPROVEMENT AND UTILITY CONSIDERATIONS**

The proposed street vacation request was reviewed by the following bureaus and agencies and is subject to the identified conditions:

PBOT Development Review	<p><b>No Objection subject to the following condition:</b>          PBOT Development Review has required the Petitioner to complete the concept review (30% Design) phase of the Public Works Permit Review process to determine the final curb alignment, corner radius, and potential signal changes.</p>
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	Bonding/contract will be submitted prior to the vacation ordinance being recorded.
PBOT Transportation Planning	<b>No Objection subject to the following condition:</b> PBOT Transportation Planning has required the Petitioner to grant an easement over the vacated area to accommodate a future public plaza per the West Quadrant Plan.
PBOT Permit Engineering	<b>No Objection subject to the following condition:</b> PBOT Permit Engineering has required the Petitioner to remove all City owned infrastructure including street lights, parking meters, signs, and bike racks from the vacation area and return them to PBOT Maintenance. The Petitioner is required to construct a curb and sidewalk along both W Burnside Street and SW 15th Avenue and to reconstruct the existing island to bring the sidewalk corridors and ADA ramps into compliance.
PBOT Signals & Street Lighting	<b>No Objection subject to the following condition:</b> PBOT Signals & Street Lighting has required that an existing street light on W Burnside Street be disconnected and removed. This work will be initiated through PBOT and completed by Portland General Electric. All work will be completed and paid for by the Petitioner prior to the vacation ordinance being recorded. The City of Portland is currently developing a Capital Improvement Project in this area. If planned signal improvements on W Burnside Street at 15 <sup>th</sup> Avenue and on W Burnside Street at 16 <sup>th</sup> Avenue are not completed by the City of Portland, said improvements will need to be completed and paid for by the Petitioner as outlined in the Memo from Lisa Elbert dated May 11, 2016. (See attached PBOT Signals & Streetlighting response.)
PBOT Transportation Systems Management	No objection
PBOT Active Transportation	No objection
PBOT Bridges and Structures	No objection
Bureau of Development Services	No Objection
Portland Water Bureau	<b>No Objection subject to the following condition:</b> The Water Bureau has required the Petitioner to complete one of the following: a) The four existing tax lots will be consolidated into a single tax lot account, OR b) Petitioner will request and pay for a water main extension in SW 15th Avenue to provide water to the lots which were previously served since City code requires that the water supply not be withdrawn without replacement. Water service will be killed at the following locations at the Petitioner's expense: 1520 W Burnside - 5/8-inch metered service, 1512 W Burnside - 1.5-inch metered service, and 1512 W Burnside – 2-inch fire

	service. Petitioner will apply for and pay for the cutting and plugging of the existing 12-inch main in W Burnside at the intersection of SW 16th Avenue.
Bureau of Environmental Services	<b>No Objection subject to the following condition:</b> The Bureau of Environmental Services (“BES”) has required that the street inlet in W Burnside Street (AQZ 156) remain in City ownership and be located outside of the proposed improvements. Any impact to the inlet must be permitted through the public works process. The inlet lead and inlet in SW Washington Street (AQZ 157) will be quitclaimed to the Petitioner. The Petitioner may maintain this connection for the existing or similar surface runoff condition. The Petitioner will reconnect to the combination sewer main at their own expense if inlet AQZ 156 is relocated.
Portland Fire and Rescue.	No objection
Urban Forestry	No objection
Portland Parks and Recreation	No objection
Bureau of Technology Services Corporate GIS	No objection
PBOT Parking Control	No objection
TriMet	No objection
Pacific Power	No facilities in the street area
Comcast	No Response Received
ODOT	No objection
Port of Portland	No objection
PGE	Have facilities in street area. Reserve easement.
CenturyLink	No facilities in the street area
Northwest Natural	No facilities in the street area

## V. NEIGHBORHOOD RESPONSE

Notice of this street vacation request was provided to the Goose Hollow Foothills League, Neighbors West/Northwest, the Goose Hollow Business Association, and SW Trails PDX. One response was received from SW Trails PDX stating no objections. Notice of the Planning and Sustainability Commission meeting were sent to the affected area.

## VI. 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.

## VII. TENTATIVE STAFF RECOMMENDATION

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

- Prior to recording the street vacation ordinance, the Petitioner shall comply with all conditions set forth in IV. 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.

### **VIII. EXHIBITS**

1. Area proposed for vacation
2. Signal and Lighting Memorandum
3. Downtown 1-405 Crossing Improvement project information
4. Photo: SW Washington/W Burnside facing east
5. Photo: SW Washington aerial

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

cc: Lance Lindahl, Right-of-Way Case Manager

# STREET VACATION

A PORTION OF S.W. WASHINGTON STREET  
IN THE SOUTHEAST QUARTER OF SECTION 33,  
TOWNSHIP 1 NORTH, RANGE 1 EAST,  
WILLAMETTE MERIDIAN, CITY OF PORTLAND,  
MULTNOMAH COUNTY, OREGON.

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

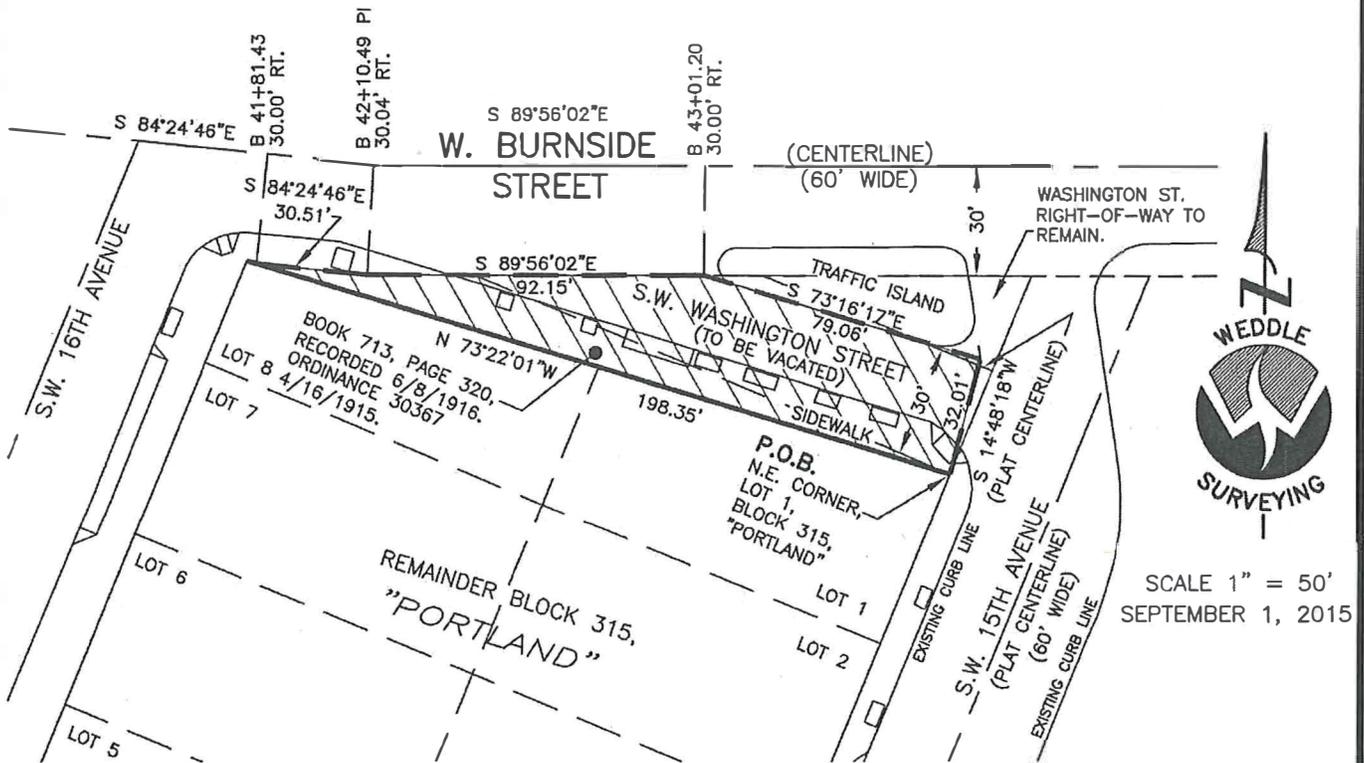
*Anthony B. Ryan*  
OREGON  
JULY 13, 2004  
ANTHONY B. RYAN  
58833

RENEWAL: DECEMBER 31, 2016

PORTION OF WASHINGTON STREET TO BE  
VACATED. (4,315 SQUARE FEET +/-)



P.O.B. = POINT OF BEGINNING



SCALE 1" = 50'  
SEPTEMBER 1, 2015



6950 SW HAMPTON ST., STE. 170, TIGARD, OR 97223  
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JOB NO. 4988

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Dan Saltzman Commissioner Leah Treat Director

May 10, 2018

## MEMORANDUM

TO: Lance Lindahl, ROW Acquisition

FROM: Lisa Elbert, P.E., District Signal and Lighting Engineer *LE*

SUBJECT: **Proposed Street Vacation**  
**RWA file No. 8111: SW Washington Street South of W. Burnside Street**

The City of Portland has an active design contract to rebuild the signal on W. Burnside at 16<sup>th</sup> Ave as part of the *Downtown I-405 Pedestrian Safety and Operational Improvements project*. As planned, this project will address most of the requirements that were identified in my May 11<sup>th</sup>, 2016 memo for vacating SW Washington Street between 15<sup>th</sup> and 16<sup>th</sup> Avenues. PBOT anticipates completing the design in 2018, advertising the contract in early 2019, and finishing the project around January 2020. After this project has been completed, the signals and lighting requirements would be as follows:

- The signal on Burnside at 16<sup>th</sup> Avenue – no anticipated requirements
- The signal on Burnside at 15<sup>th</sup> Avenue – no anticipated requirements
- One existing street light midblock on the S/side of Washington between 15<sup>th</sup> and 16<sup>th</sup> Avenues would need to be disconnected by PGE and removed.
  - Disconnection of power by PGE – estimated cost \$3,000
  - Removal of poles, cutting of bolts – estimated cost \$1,500

All lighting work would be initiated by PBOT and related costs borne by the applicant.

The street vacation should be subject to the completion of PBOT’s signal improvements. If the anticipated signal improvements are not completed by the pending I-405 project or another project, the street vacation would be subject to the conditions described in my memo dated 5-11-2016.

Provided the items identified herein are addressed, the Signals and Lighting section has no objections to the proposed vacation of SW Washington Street between 15<sup>th</sup> and 16<sup>th</sup> Avenues.

c: Peter Koonce, Division Manager  
 Gabe Graff, Capital Project Manager



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Steve Novick Commissioner Leah Treat Director

May 11, 2016

## MEMORANDUM

TO: Lance Lindahl, ROW Acquisition

FROM: Lisa Elbert, P.E., District Signal and Lighting Engineer

SUBJECT: **Proposed Street Vacation**  
**RWA file No. 8111: SW Washington Street South of W. Burnside Street**

The following signals and lighting items would need to be addressed if this street were to be vacated:

- The signal on Burnside at 16<sup>th</sup> Avenue
  - Remove the span wire attached to the building face and transfer the associated signal devices to a new pole
  - This signal is circa 1967, in poor condition, and does not conform with current standards or operating practices. Substantial modifications will trigger upgrades that nearly replicate a complete signal replacement.
  - Estimated cost: \$230,000
- The signal on Burnside at 15<sup>th</sup> Avenue
  - If the SW corner radius is increased, the existing junction box may need to be relocated and the interconnect adjusted
  - Estimated cost: \$3,000
- Two existing street lights on the S/side of Washington between 15<sup>th</sup> and 16<sup>th</sup> Avenues would need to be disconnected from PGE and removed. New lighting would be required (included in signal estimate)
  - Disconnection of power by PGE – estimated cost \$6,000
  - Removal of poles, cutting of bolts – estimated cost \$1500

Based on the information available at this time, it appears all signal and lighting costs related to this vacation would need to be borne by the applicant.

Provided the items identified herein are addressed, the Signals and Lighting section has no concerns with the proposed vacation of SW Washington Street between 15<sup>th</sup> and 16<sup>th</sup> Avenues.

c: Peter Koonce, Division Manager



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## Traffic Signal Estimate

Project Name		Intersection Name			Work Type	
<b>Lisa</b>		<b>E. Burnside at 16th</b>			<b>New Signal</b>	
Project Designer	Estimator	Est. Date	Intersection Location	Contingency (%)	Const.Eng. (%)	
	<b>Lisa Elbert</b>	<b>5/3/2016</b>	<b>City of Portland</b>	<b>25</b>	<b>15</b>	
Item	Unit	Unit Price	Quantity	Cost		
<b>Startup</b>						
Performance and Payment Bond	lump sum	\$1,500	1	\$1,500		
Street Permit (\$1.46/lin. ft. trench or bore + \$49/pole)	lump sum	\$1,000	1	\$1,000		
<b>Temporary Traffic Control</b>						
Barricades, Cones	lump sum	\$3,000	1	\$3,000		
Flagging	hours	\$50	200	\$10,000		
<b>Poles</b>						
CMA/SLP Type 2	each	\$8,500	1	\$8,500		
Luminaire Arm 8' (for metal pole)	each	\$600	1	\$600		
Mast Arm (30' to 34'6")	each	\$3,500	1	\$3,500		
Mast Arm (35' to 39'6")	each	\$4,000	2	\$8,000		
Mast Arm Pole Type 1	each	\$6,000	1	\$6,000		
Pedestrian Pipe Post	each	\$1,000	2	\$2,000		
<b>Foundations</b>						
Enter Existing Foundation	each	\$1,000	2	\$2,000		
Mast Arm Pole Foundation (Type 1)	each	\$2,500	1	\$2,500		
Mast Arm Pole Foundation (Type 2)	each	\$3,000	1	\$3,000		
Pedestrian Pipe Post Foundation	each	\$800	2	\$1,600		
Service Cabinet Foundation	each	\$1,000	1	\$1,000		
<b>Vehicle Signal Displays</b>						
12-12-12 Signal Head	each	\$1,200	10	\$12,000		
<b>Pedestrian Signals</b>						
Countdown Ped Signal	each	\$1,000	2	\$2,000		
Ped Pushbutton (APS polara navigator)	each	\$1,000	2	\$2,000		
<b>Signs</b>						
Reflective Sign	each	\$700	2	\$1,400		
Street Name Reflective Sign	each	\$600	4	\$2,400		
<b>Controller &amp; Service</b>						
Model 170 in 332 cabinet	each	\$13,000	1	\$13,000		
Unmetered Service On Pole	each	\$1,500	1	\$1,500		
<b>Conduit</b>						
Conduit in trench crossing roadway	lineal ft	\$65	330	\$21,450		
<b>Wiring</b>						
Interconnect cable	lineal ft	\$6	800	\$4,800		
Terminal Cabinet, wired	each	\$500	2	\$1,000		
Wire terminations within 332 cabinets	each	\$1,000	1	\$1,000		
Wire/Cable in conduits, poles, arms	lineal ft	\$4	1500	\$6,000		
<b>Junction/Pull Boxes</b>						
Enter existing junction box	each	\$600	1	\$600		
Type "B" sidewalk pull box	each	\$700	2	\$1,400		
<b>Vehicle Detection</b>						
Wavetronix stop bar detection for 16th	each	\$15,000	2	\$30,000		
<b>Installation</b>						
Install Controller in 332 cabinet (entire unit)	each	\$400	1	\$400		
Install Mast Arm	each	\$500	3	\$1,500		
Install Mast Arm Pole	each	\$300	2	\$600		
<b>Equipment Removal and Disposal</b>						
Remove Existing Traffic Signal	each	\$2,000	1	\$2,000		
<b>Luminaires and Photocells</b>						
LED Cobrahead Luminaire	each	\$600	1	\$600		

Item	Unit	Unit Price	Quantity	Cost
	<b>Estimate Sub Total</b>			<b>\$159,850</b>
	Contingency of 25%			\$39,963
	Sub Total with Contingency.			\$199,813
	Construction Engr. of 15%			\$29,972
	<b>Signal Total</b>			<b>\$229,784</b>

**Notes:** Note - estimated improvements limited to Burnside/16th

**Exhibit 3**

# DOWNTOWN I-405 CROSSING IMPROVEMENT

Pedestrian crossing improvements across I-405 on W Burnside and NW Couch are funded via the Downtown I-405 Pedestrian Safety and Operational Improvements Project. The improvements include new marked crossings, curb extensions, and traffic signal upgrades.

**Project Manager**

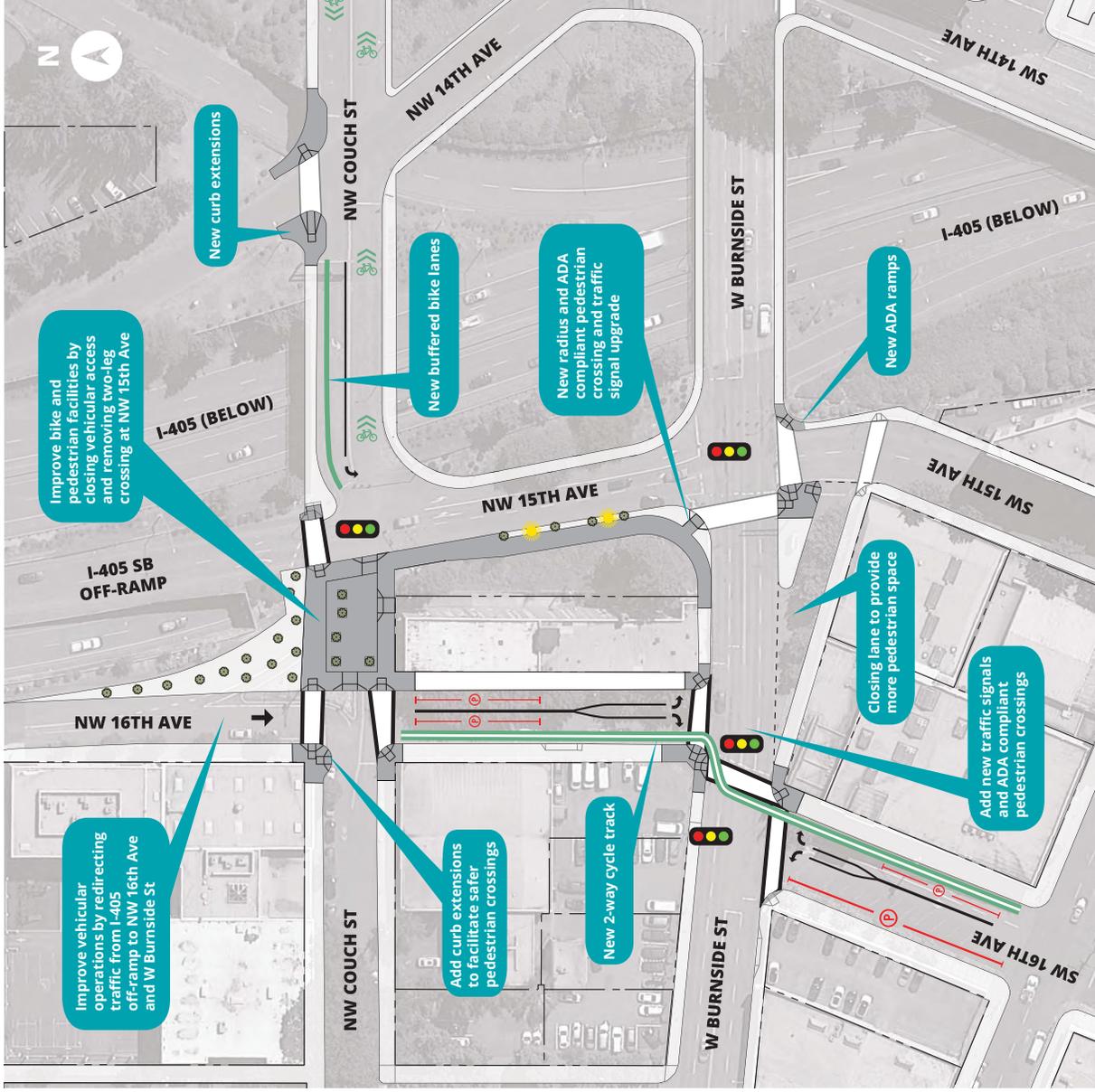
Gabe Graff

**Project Timeline**

Status: Design Development (60%)

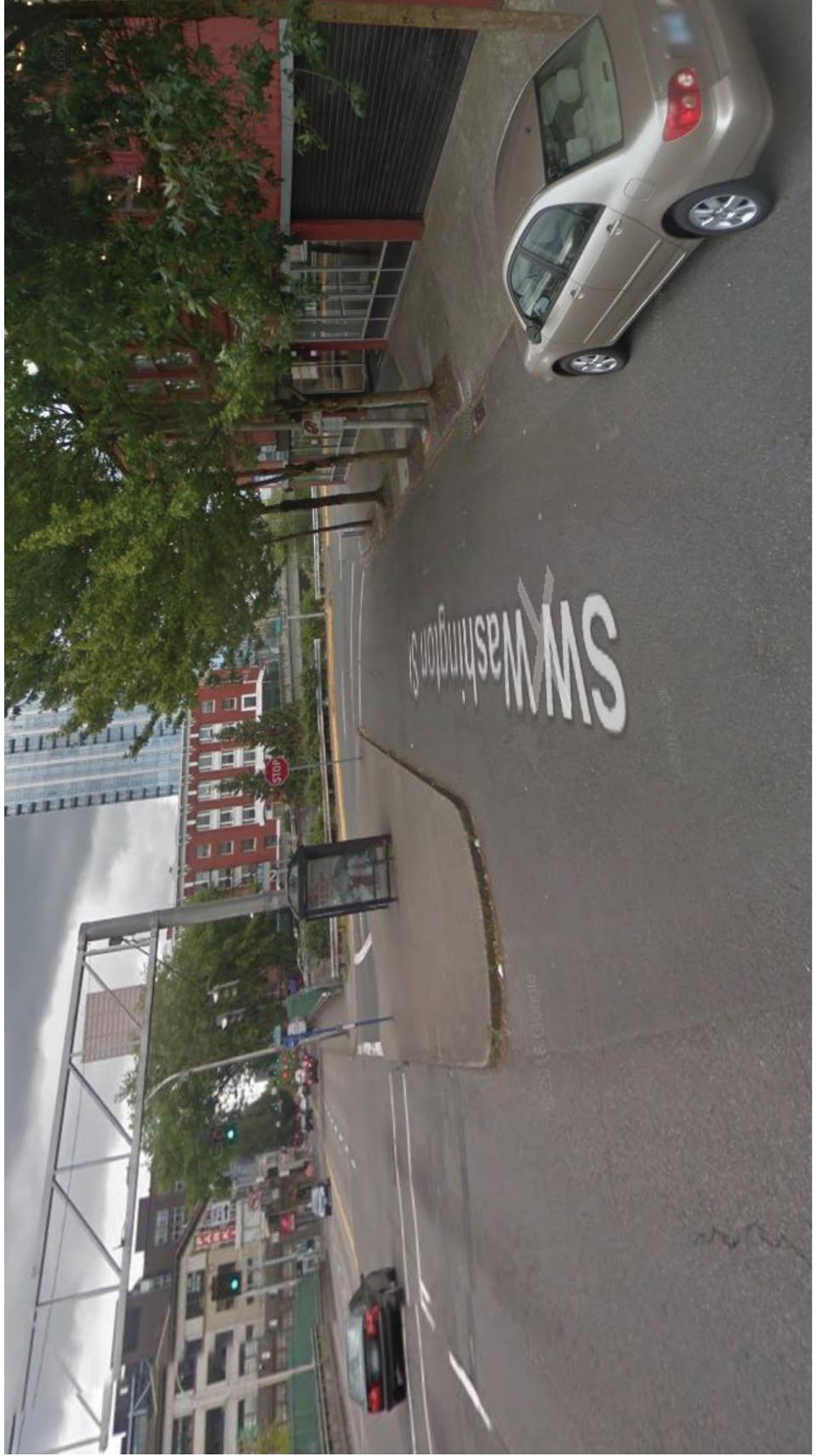
Construction: 2019

-  Sidewalk/ADA Ramp Rebuild
-  New Trees
-  Traffic Signal Upgrade
-  Bike Lanes
-  Street Parking
-  New Crosswalk Markings
-  Existing Crosswalk Markings
-  New Street Lights



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 PORTLAND BUREAU OF TRANSPORTATION  
 Commissioner: DAN SALTZMAN | Director: LEAH TREAT

**Exhibit 4: SW Washington facing east**



**Exhibit 5: SW Washington Aerial**

