

## IMPACT STATEMENT

**Legislation title:** Approve the updated Providence Park Comprehensive Transportation Management Plan (Ordinance)

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**Presenter name:** Karl Lisle and Peregrine Sports, LLC Representatives

### **Purpose of proposed legislation and background information:**

A Council-approved Comprehensive Transportation Management Plan (CTMP) is a requirement of Portland City Code Title 33.510.115 to permit operation of the stadium at the Providence Park site. A CTMP has been in place since 2000 when the stadium was renovated to accommodate Triple-A Minor-League Baseball. The CTMP was updated and approved by City Council in 2010 when the stadium was again renovated and expanded to accommodate Major League Soccer (MLS). The plan again needs to be updated due to the current expansion of the stadium by 4,000 seats. The CTMP addresses neighborhood impacts associated with people traveling to and from events at the stadium. Fulfilling the requirements of the CTMP is largely the responsibility of the stadium operator, but requires the cooperation of public partners, including several divisions within the Portland Bureau of Transportation and TriMet, as well as private transportation partners including Transportation Network Companies such as Lyft and Uber, and the operators of private parking garages.

A separate code-required document, the Stadium Good Neighbor Agreement (GNA), addresses other neighborhood impacts associated with stadium operations including event attendance, frequency, timing, and duration as well as litter, noise, and security impacts to the surrounding areas. The GNA has also been updated and is being presented to City Council for approval under a separate ordinance.

The updated CTMP must be in effect prior to the first home MLS game of the season at the expanded stadium, scheduled for June 1, 2019.

### **Financial and budgetary impacts:**

Approval of the updated Providence Park Comprehensive Transportation Management Plan has no financial impact for the City. PBOT's involvement and commitments in the plan are generally commitments to continue activities that are ongoing or underway such as on-street parking enforcement, the continuation of existing meter districts, operation of Smart Park garages, and construction of bicycle and pedestrian improvements that are already planned and funded. Failure to approve the CTMP could interfere with the ability of Peregrine Sports, LLC to operate the stadium as they are entitled to under the City's existing Redevelopment Agreement, Expansion Redevelopment Agreement and Stadium Operating Agreement.

**Community impacts and community involvement:**

The GNA establishes an Oversight Committee with neighborhood representation and charges that committee with making recommendations to City Council when the GNA or CTMP need to be modified. Peregrine convened the Oversight Committee in March of 2017 and the committee met 17 times over the subsequent two years to discuss changes to the GNA and CTMP. In accordance with the procedures in the GNA, notice of all Oversight Committee meetings was published in the Oregonian at least 14 days in advance of the meeting.

On February 28, 2019, the Oversight Committee recommended, by majority vote, to distribute the updated CTMP to the Northwest District Association and Goose Hollow Foothills League and distribute the plan for public review. The updated CTMP was made available to the neighborhood associations and the notice letter to all addresses within 1,000 feet of the stadium was sent on March 11, 2019.

Assisted by the City's Spectator Venues Program, Peregrine and its consultant team followed the procedures required in Portland City Code Section 33.510.115 (D) for developing and receiving approval of a CTMP for the stadium. These procedures included providing the updated CTMP to the neighborhood associations, mailing a letter to all addresses within 1,000 feet of the site including information how to submit comments on the draft plan to City Council, and publishing notice of the Council Hearing in the Oregonian.

In addition, staff and consultants from Peregrine Sports attended the following neighborhood meetings and events during the two-year process:

June 7, 2017	Goose Hollow Foothills League Planning Committee
June 8, 2017	Northwest District Association Planning Committee
June 12, 2017	Providence Park Open House
June 16, 2017	Stadium District Business Association
September 16, 2017	Goose Hollow Street Festival
September 21, 2017	Goose Hollow Foothills League Board Meeting
April 19, 2018	Goose Hollow Foothills League Neighborhood Meeting
June 20, 2018	NW Parking Stakeholder Advisory Committee
October 17, 2018	NW Parking Stakeholder Advisory Committee
November 15, 2018	Stadium District Business Association
December 20, 2018	Goose Hollow Foothills League Neighborhood Meeting
January 9, 2019	Northwest District Association Transportation Committee
January 16, 2019	NW Parking Stakeholder Advisory Committee
January 28, 2019	Northwest District Association Board Meeting

Because of concerns related to implementation of the CTMP, the representative on the Oversight Committee from the Northwest District Association (NWDA) did not support sending either document out for neighborhood review and to City Council for approval. Negative testimony is anticipated from NWDA members at the hearing.

The updated CTMP recommends a combination of continuing strategies that have been effective in the past, such as parking enforcement and meter districts, enhancing certain existing strategies, such as working with TriMet to add additional transit capacity after soccer matches, and employing new strategies that respond to current trends, such as designating pick-up zones for Transportation Network Companies (Lyft, Uber, etc.).

The CTMP will be presented together with the GNA at City Council on April 17, 2019. Peregrine and their consultants will be presenting the updated CTMP. Representatives from the Oversight Committee will be invited to testify. Because of concerns related primarily to effective implementation of the CTMP, representatives from the Northwest District Association are likely to present testimony in opposition to the CTMP. It is worth noting that the Goose Hollow Foothills League representative supported sending both documents out for public review at the meeting on February 28, 2019.

#### **100% Renewable Goal:**

The CTMP continues past successes at the stadium by maintaining high percentages of fans arriving by modes other than driving and parking their vehicles. The plan calls for adding transit service necessary to maintain current transit mode-split levels, and TriMet has announced additional MAX trains and improvements to bus service in the area. In addition, the plan anticipates increases in the percentages of fans who walk or bicycle to games.

To move to a fully renewable energy use transportation scenario for the stadium by 2050, more work will need to be done at a regional level to increase the use of non-auto modes, and to shift the auto-dependent modes to a renewable energy powered fleet. Because the expansion project is scheduled to open in a few months, this updated CTMP took a more realistic approach for near term (2019-2022) stadium transportation needs.

### **Budgetary Impact Worksheet**

#### **Does this action change appropriations?**

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

<b>Fund</b>	<b>Fund Center</b>	<b>Commitment Item</b>	<b>Functional Area</b>	<b>Funded Program</b>	<b>Grant</b>	<b>Sponsored Program</b>	<b>Amount</b>