

Steve
Novick
Commissioner

Leah Treat
Director

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

FILE NUMBER: R/W #7261

COMMISSION MEETING TO BE HELD 6:00 PM, JUNE 24, 2014

1900 SW 4TH BUILDING, 2ND FLOOR, ROOM 2500 A

I. GENERAL INFORMATION

Street Vacation Request: A portion of N Ramsey Boulevard west of N Lombard Street

Petitioner: Street vacation initiated by the Port of Portland. The Petitioner's representative is Lorali Reynolds, 503-415-6538, lorali.reynolds@portofportland.com

Purpose: Purpose is to vacate right-of-way necessary to complete the South Rivergate Yard Expansion Project.

Neighborhood: St. Johns Neighborhood Association
CJ Doxsee, Land Use/Planning Chair
8316 N Lombard Street, #441
Portland, OR 97203

North Portland Neighborhood Services
Mary Jaron Kelley, Land Use Chair
2209 N Schofield Street
Portland, OR 97217

Quarter Section: 1619, 1620

Designation/Zone: IHhi, Heavy Industrial with an Aircraft Landing Zone overlay and a River Industrial overlay.

1120 SW Fifth Avenue, Suite 800 • Portland, OR 97204 • 503-823-5185
FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation

II. FACTS

A. History and Background

Currently, three railroad tracks cross the N Ramsey Boulevard right-of-way in the proposed vacation area. Due to a long history with rail and road conflict, this section of Ramsey Blvd has been closed to road traffic since 1991, per Public Utility Commission Order #91-1672. In response to the closure, Ramsey Blvd terminates in a cul-de-sac design on the eastern and western edges of the railroad track area.

The Port of Portland is developing the South Rivergate Yard Expansion Project, which will expand rail facilities within the Rivergate Industrial District. Vacating the right-of-way will transfer safety and liability concerns to the Port of Portland and the railroad and will allow them to more successfully control and provide ongoing long term maintenance of the rail in this area.

B. Concurrent land use actions

There are no concurrent land use actions.

C. The Transportation Element

North Ramsey Boulevard is classified as a Local Service Traffic Street, a Local Service Transit Street, a Local Service Bikeway, a Local Service Walkway, a Freight District Street, a Local Service Design Street, and a Minor Emergency Response Street.

D. Neighborhood Plan

The site is within the Rivergate Industrial District; there is no neighborhood plan.

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: Since the right-of-way is closed to non-rail access, the proposal will have no connectivity impacts. This policy is met.

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 existing street pattern and functionality will not be changed under this proposal. This policy is met.

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: There are no scenic resources related to this site or street vacation. This policy is met.

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: The railroad creates a barrier to through movement. This policy is met.

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: There is no pedestrian access within the proposed vacation area. This policy is met.

B. Neighborhood Plan considerations

There are no neighborhood plan considerations.

C. Zoning Code considerations

There are no zoning issues.

D. Subdivision code considerations

There are no sub-division issues.

E. Improvement considerations

Notification of the proposed vacation was sent to relevant public and private entities that may own or maintain physical improvements within the public right-of-way.

The following divisions within the Bureau of Transportation have no objection to the proposed vacation: Planning, Policy and Projects; Active Transportation; Transportation Systems Management; Street Lighting; Bridges and Structures; Development Review; Permit Engineering.

The following City bureaus have no objection to the proposed vacation: Bureau of Development Services, Fire Bureau, Bureau of Parks and Recreation, Urban Forestry Division.

The Portland Water Bureau requires an easement for the full vacation area due to an existing 24" water main. In addition, the Petitioner shall make payment to bring the existing 36" casing for the 24" water main up to current Union Pacific Railroad standards and extend the casing under the proposed railroad tracks.

The Bureau of Environmental Services (BES) requires a 15' wide easement over the existing BES 8" sewer line and manhole, extending 10 feet beyond the manhole. The Petitioner shall provide a surveyed legal description and exhibit map of the easement area. The Petitioner shall accept ownership of and responsibility for any existing abandoned sewer facilities in the vacation area.

TriMet and the Oregon Department of Transportation were notified of the proposed vacation but did not submit a response.

Portland General Electric, CenturyLink, and Northwest Natural responded that they have facilities in the area and require access easements.

Pacific Power and Light and Comcast Cable were notified of the proposed vacation but did not submit a response.

F. Other Considerations

Neighborhood issues.

The St. Johns Neighborhood Association and North Portland Neighborhood Services were notified of the street vacation process and request. No responses to the proposal were submitted.

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 of the street vacation ordinance, the Petitioner shall:

1. Retain an easement for the existing water main and improve the casing per the Portland Water Bureau as detailed in Section III.E. above.
2. Retain an easement for the existing sewer infrastructure and transfer ownership of abandoned sewer infrastructure per the Bureau of Environmental Services as detailed in Section III.E. 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

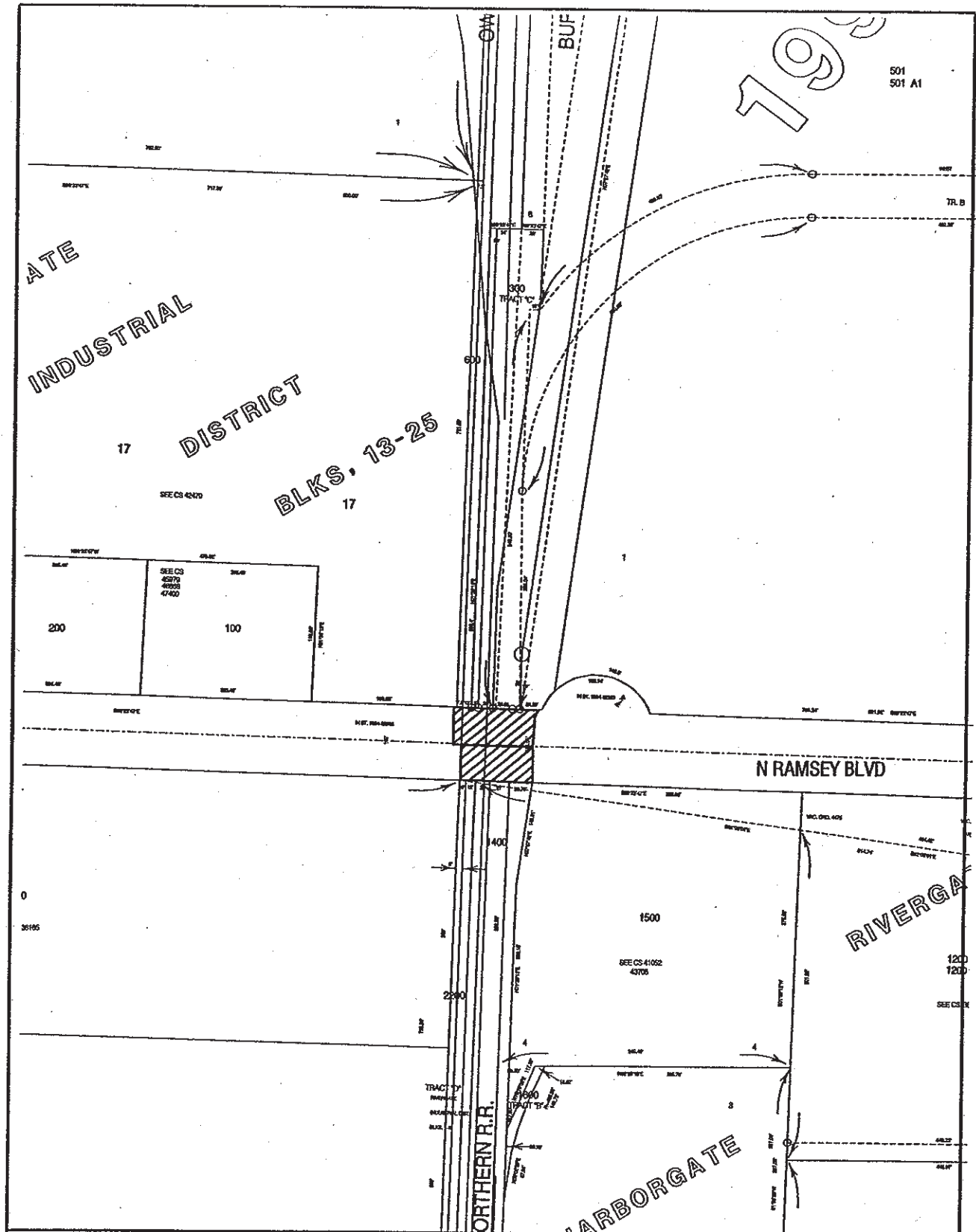
1. Map of Area Proposed for Vacation
2. Aerial Photo of Area Proposed for Vacation

Staff Planner – Grant Morehead, AICP
Phone: 503-823-9707

Email: grant.morehead@portlandoregon.gov


cc: Lance Lindahl, Right-of-Way Case Manager
CJ Doxsee, St. Johns Neighborhood Association
Mary Jaron Kelley, North Portland Neighborhood Services

Exhibit 1



Petitioner: Port of Portland

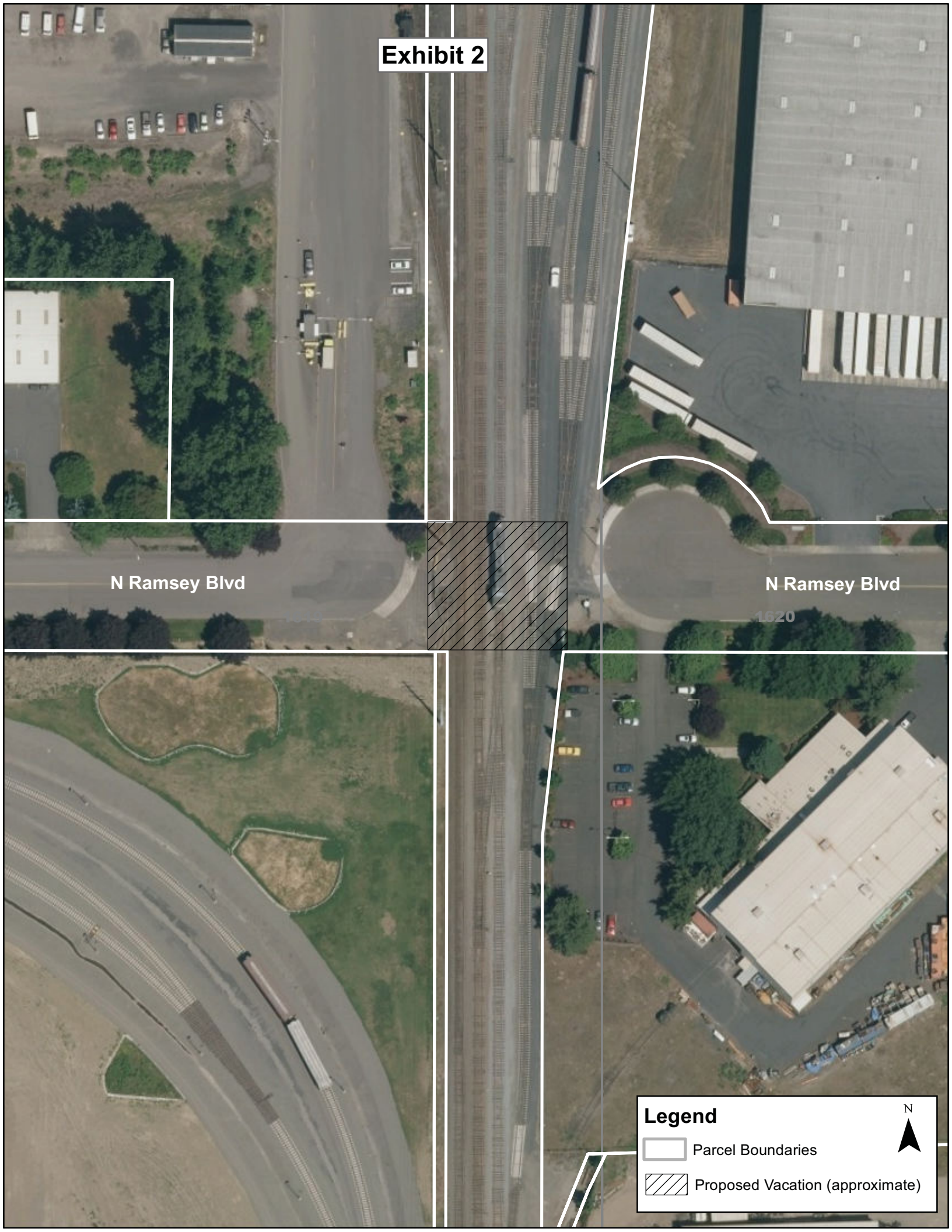
¼ Section: Section: 2N1W26D

 Area Proposed for Vacation



Scale: 1" to 200'

Exhibit 2




N Ramsey Blvd

N Ramsey Blvd

1620

Legend

 Parcel Boundaries

 Proposed Vacation (approximate)

N

