

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Steve Novick Commissioner Leah Treat Director

STAFF REPORT AND RECOMMENDATION TO THE PLANNING AND SUSTAINABILITY COMMISSION

FILE NUMBER: R/W #7942

COMMISSION MEETING TO BE HELD NOVEMBER 17, 2015 5:00 PM
1900 SW 4TH BUILDING, 2ND FLOOR, ROOM 2500 A

I. GENERAL INFORMATION

Street Vacation Request: R/W #7942, a portion of N Lombard St between N Richmond and N Charleston Avenues

Petitioner: City of Portland, on behalf of Farid Bolouri. The City's contact is Kurt Kreuger (503-823-3964). Mr. Bolouri can be reached at 503-314-4733.

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

Neighborhood: St Johns; contact is Josh Leslie, Land Use Chair (ddminifan@gmail.com)

Quarter Sections: 2122

Designation/Zone: CSd (Storefront Commercial with a Design Overlay Zone)



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

The Bureau of Transportation is requesting a City-initiated vacation associated with the westbound N Lombard “slip-lane” between N Richmond and N Charleston, and a portion of the island located to the south of the slip-lane. This vacation will facilitate reconstruction of the intersection, which improves safety and implements the preferred alternative for the redesign of the intersection, identified in the St. Johns/Lombard Plan.

The City currently does not have funding to pursue this intersection reconfiguration now or in the foreseeable future. However, the property owner to the north realizes the public benefit to reconstructing the intersection and therefore is willing to design and construct the improvements in conjunction with the proposed mixed use development adjacent to the vacation area.

This portion of N Lombard Street is under the jurisdiction of the Oregon Department of Transportation (ODOT). The property owner has worked with ODOT and PBOT to develop and refine the design for the intersection, to provide the required minimum roadway width and a striped bike lane. Some elements of the intersection design will require approval of the State Traffic Engineer.

B. Concurrent Land Use Actions

There are no concurrent land use actions.

C. The Transportation Element

The current (2007) transportation element of the Comprehensive Plan classifies Lombard St as a Local Service Traffic Street, a Major Transit Priority Street, a Local Service Bikeway, a Pedestrian District Street, a Truck Access Street, an Minor Emergency Response Street, and a Community Main Street.

D. Neighborhood Plan

The St. Johns/Lombard Plan was finalized in 2004 (Resolution #36219, Ordinance #178452). The Plan contained Action Item TC5:

“Lombard/Richmond/Jersey: consider shifting the traffic island to the north to improve sight lines and slow entering traffic while encouraging shoppers into the

district.” Exhibit 3 shows this concept from the Plan, with existing building footprints and a re-aligned intersection. This proposed vacation is consistent with those recommendations.

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: The proposed vacation will not affect connectivity. Connectivity through the area will be provided via the reconstructed Lombard/Richmond/Jersey intersection approximately 100 feet to the south.

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 proposed vacation will have no impact on the function or pattern of nearby streets, or the overall transportation system. The Lombard “slip lane” is approximately 100 feet north of the Lombard/Richmond/Jersey intersection.

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, if the vacation is approved, the remaining street pattern will meet the street spacing standard.

Per Objective N, the area of the proposed vacation is shown on the North District Map 11.11.15 as meeting the connectivity standard. The proposed vacation will not affect connectivity due to its diagonal orientation relative to the street grid.

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 proposed vacation will not affect circulation. It is anticipated to improve pedestrian safety, due to the traffic calming effect of realigning the Lombard/Richmond/Jersey intersection.

B. Neighborhood Plan Considerations

Comment: The proposed vacation is consistent with the St. Johns/Lombard Plan.

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

Comment: There are no other Comprehensive Plan policies or adopted City plans that are relevant to the proposed vacation 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

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 by PBOT Development Services:

- Petitioner shall reconstruct and reconfigure N Lombard Street between N Richmond and N Charleston Avenues to remove the "slip-lane" on westbound N Lombard. Petitioner shall complete the concept review (30% Design) phase of the Public Works Permit Review with ODOT concurrence. Bonding/contract must be submitted prior to recording the vacation. A Public Access Easement will be required for the triangle-shaped parcel designated as #2 in the Early Assistance documents.

PBOT Street Lighting responded with the following requirements:

- Petitioner shall comply with City of Portland Lighting Level Standards based on the street classifications in the Transportation Element of the Comprehensive Plan. A lighting/photometric analysis shall be conducted to determine the LED light type, spacing, and layout to be located within the project area. Removal of existing non-standard HPS lights in the frontage shall be required, including removal from utility poles if said poles are to remain, and placement of a new lighting service panel. Traffic signal improvements are required including a new traffic signal pole at the northwest corner due to the lane configuration change, signal operation change due to the added pedestrian signal crossing on the north side, a full signal upgrade to meet current design standards for ODOT and PBOT, and ODOT engineer's approval for signal modifications.

Communications improvements are required to have the traffic signal interconnect cable maintained and/or re-routed to the new cabinet in order to keep remote communication to the traffic signal.

The Bureau of Development Services, the Bureau of Environmental Services, the Portland Water Bureau, Portland Fire and Rescue, Urban Forestry and Portland Parks and Recreation responded with no objection.

ODOT responded with the following condition:

- The Petitioner shall follow PBOT Public Works Alternative Review to reduce the pedestrian corridor to 12 feet in order to maintain a 50 foot road width on N Lombard St.

TriMet was notified of the proposal but did not respond.

The Port of Portland responded with no objection to the proposal.

Pacific Power, Century Link and Northwest Natural and Comcast responded that they have no facilities in the area.

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

G. Neighborhood Issues

Notice of this street vacation request was provided to the St Johns Neighborhood Association and North Portland Neighborhood Services, but no responses were received.

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***:

1. Prior to recording the street vacation ordinance, the Petitioner shall comply with all conditions set forth in Sections 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. Area proposed for vacation
2. Aerial photo with property boundaries and proposed vacation area
3. Pages from St. Johns/Lombard Plan showing preferred alternative for reconfigured Lombard/Richmond intersection

Bureau of Transportation Staff Planner
Grant Morehead, AICP
503/823-9707
Grant.Morehead@portlandoregon.gov

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

Exhibit 1

STREET VACATION EXHIBIT

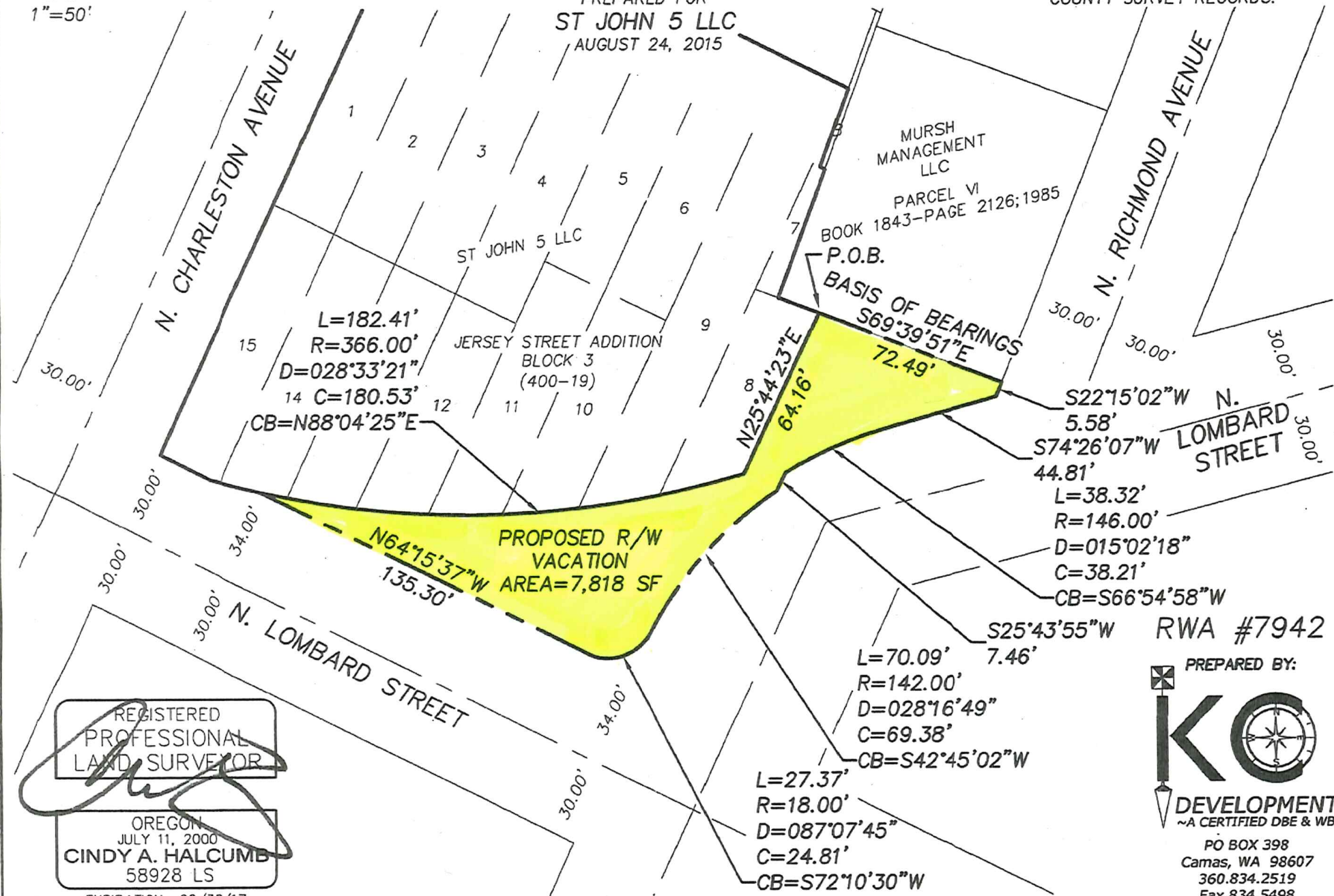
A PORTION OF THE NW 1/4 OF THE NE 1/4 OF SECTION 12,
TOWNSHIP 1 NORTH, RANGE 1 WEST, W.M.,
CITY OF PORTLAND, MULTNOMAH COUNTY, OREGON

PREPARED FOR
ST JOHN 5 LLC
AUGUST 24, 2015

BASIS OF BEARINGS
THE BASIS OF BEARINGS IS S69°39'51"E
ALONG THE MOST SOUTHERLY LINE OF
THE ADJACENT PARCEL PURSUANT TO
SURVEY NUMBER 61222, MULTNOMAH
COUNTY SURVEY RECORDS.



1"=50'



L=182.41'
R=366.00'
D=028°33'21"
14 C=180.53'
CB=N88°04'25"E

JERSEY STREET ADDITION
BLOCK 3
(400-19)

MURSH
MANAGEMENT
LLC
PARCEL VI
BOOK 1843-PAGE 2126;1985
P.O.B.

S22°15'02"W 5.58'
S74°26'07"W 44.81'
L=38.32'
R=146.00'
D=015°02'18"
C=38.21'
CB=S66°54'58"W

S25°43'55"W 7.46'
L=70.09'
R=142.00'
D=028°16'49"
C=69.38'
CB=S42°45'02"W

L=27.37'
R=18.00'
D=087°07'45"
C=24.81'
CB=S72°10'30"W

RWA #7942

PREPARED BY:



PO BOX 398
Camas, WA 98607
360.834.2519
Fax.834.5498

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 11, 2000
CINDY A. HALCUMB
58928 LS

EXPIRATION 06/30/17

Exhibit 2



N Charleston Ave

N Lombard St

N Richmond Ave

N Jersey St

Legend

-  Property Boundaries
-  Vacation Area (approximate)





Lombard/Richmond Intersection

Several alternative plans were considered for improving the Lombard/Richmond intersection. The main objectives of the redesign were to create a stronger gateway to the business district, calm traffic, and enhance safety for children and other pedestrians crossing Lombard.

The preferred alternative keeps primary traffic flow on Richmond and Ivanhoe. A signal is installed at the intersection of Lombard at Richmond to slow traffic, increase pedestrian safety, and improve visibility for the downtown St. Johns commercial core. The newly created space can function as a plaza, and offers an opportunity to create an enhanced gateway to the downtown business district.



The preferred redesign of the Lombard/Richmond intersection enhances visibility of downtown St. Johns and improves pedestrian safety.