

## IMPACT STATEMENT

**Legislation title:** Amend the South Waterfront District Street Plan, Criteria, and Standards document and direct its implementation. (Resolution)

**Contact name:** Rick Browning,

**Contact phone:** 503-823-5086

**Presenter name:** Rick Browning

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

This resolution amends the previously adopted South Waterfront District Street Plan to modify the alignment of SW Bond Avenue. The modifications are shown on Exhibits A and B attached to the Resolution. Changes include: shifting the alignment west, north of SW Porter; details about the SW Bond Avenue design process; addition of the OHSU Commons; and the Streetcar alignment will be adjusted to turn west to Moody Avenue at a location north of SW Gibbs (Aerial Tram) and south of SW Porter (Tilikum Crossing).

- **North of Porter - Shift Alignment West:** The proposed road alignment will be no less than five feet from the Greenway setback. In other words, wherever OHSU's initial proposed alignment is closer than five feet to the Greenway setback, the ROW edge will move west to be five feet away; wherever the initial proposed alignment is more than five feet to the Greenway setback, the ROW edge could stay. This alignment shift addresses Design Commission's request to allow for "some latitude in the alignment such that opportunities are not lost..."
- **SW Bond Avenue Design**
  - **"Interim" Design:** The City will design and construct a street, in the timeline needed to act as local match towards the Knight Cancer Challenge. This street includes asphalt paving (concrete in some locations), curbs, street lighting, utilities etc and interim asphalt sidewalks on either side of the curb. This street does not require Design Commission approval.
  - **"Final" Design:** Concurrent with the Greenway Master Plan, the City will lead, and OHSU will participate, in a process to design the final SW Bond Avenue Special Design Area. This addresses Design Commission's request to see the whole context of Greenway, street, and OHSU adjacent development as part of the Special Design Area approval. OHSU is responsible for the funding and construction of final street improvements west of the west curb, expected with their adjacent development; the City is responsible for the funding and construction of final street improvements east of the west curb (ie any changes to the road pavement as well as those changes that occur with Greenway integration), expected with the Greenway construction.
- **OHSU Commons:** OHSU has agreed to maintain Commons as open space with public access. The appropriate form of agreement to ensure this commitment occurs appears to be as a condition of approval for the Knight Cancer Research Building. Street Plan

Amendment to include high level direction to reach this agreement. OHSU will work with City staff (BDS, PDC) to craft a condition of approval with specifics on size etc.

- **Streetcar Alignment:** Streetcar alignment to be adjusted to turn west north of the Tram to Moody.

**Financial and budgetary impacts:**

This is an amendment to a street plan, there are no fiscal or budgetary impacts to the city.

**Community impacts and community involvement:**

SW Bond Avenue will be constructed on property owned by OHSU and Zidell Properties which will be dedicated to the City for construction of the roadway. There are currently no residents in the area. The proposed realignments will modify the location of the roadway within property owned by OHSU.

**Budgetary Impact Worksheet****Does this action change appropriations?**

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

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 11-24-15

## 158-1: SW Bond (Resolution)

371 89

### Talking Points

Last week, Council considered changes to the Resolution brought to us in December.

Changes included:

- Shifting the OHSU portion of the alignment north of SW Porter to the west;
- An interim and final design of SW Bond north of SW Porter;
- Language about the OHSU Commons; and
- A conceptual adjustment of the streetcar alignment.

Potential changes to the alignment south of SW Porter on Zidell property will be considered at a later time.

Commissioner Fritz also asked to make changes to certain references to the Greenway, which was circulated to Council offices via the Tuesday memo and should be in front of you today.

→ I have one additional clarifying amendment to the Resolution. In the first BE IT RESOLVED, insert "phase 1 of" before "Exhibits A and B."

**Moore-Love, Karla**

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**From:** Fioravanti, Kara  
**Sent:** Tuesday, December 15, 2015 12:41 PM  
**To:** Hales, Charlie; Saltzman, Dan; Novick, Steve; Fish, Nick; Fritz, Amanda  
**Cc:** Scarlett, Paul; Esau, Rebecca; Browning, Richard; Abuaf, Lisa (PDC); Moyle, Geraldene; Layden, Dan; Grumm, Matt; Detweiler, Jillian; Crail, Tim; Nebel, Erika; Schmanski, Sonia; Moore-Love, Karla; Horner, Brett  
**Subject:** Design Commission advice on Council Item #1301, Amend Bond Ave

City Council –

Please see the attached Design Commission letter of advice for your consideration on the December 16<sup>th</sup> Council Item #1301, "Amend Bond Ave".

The South Waterfront Street Plan stipulates that Design Commission provide advice to City Council on significant Street Plan changes. The Commission held 2 briefings and one workshop on this matter. Their advice to you is included in the attached letter.

Please contact me with any questions.

Thank you for your time.

Kara Fioravanti  
*Supervising Planner*

**City of Portland, Oregon**  
Historic Review I Design Review  
Bureau of Development Services

503.823.5892



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Bond realignme...



# City of Portland

## Design Commission

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December 15, 2015

371 89

Portland City Council  
Mayor Charlie Hales  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Steve Novick  
Commissioner Dan Saltzman

Re: South Waterfront's SW Bond realignment, December 16, 2015 Council Agenda Item

Mayor Hales and City Council Commissioners,

Thank you for the opportunity to provide advice prior to your decision on realigning SW Bond Avenue between SW Porter and Sheridan. A large part of SW Bond in this focused area is designated a "Special Design Area". Design of a Special Design Area is required to be approved through a Type III Design Review, which includes a decision by the Design Commission. Special Design Areas have the following objectives:

- Create an exemplary open space network that exceeds minimal requirements while meeting community objectives in a creative, functional and ecological fashion.
- Strive for high-quality planning, design, construction, and maintenance of parks, open space and transit improvements.

The City-adopted high expectations of this street are the basis for our stated reluctance and concerns below.

City Staff held a briefing with the Design Commission on September 24, 2015 to give an overview of the ZRZ Development Agreement and discuss OHSU's requested realignment of SW Bond. Regarding the SW Bond realignment, Design Commission was looking for more study on the part of the City and/or OHSU to understand the repercussions of moving a street closer to the Greenway. Because of schedule pressures there was not an in-depth study of the needs and purpose of the street, nor an understanding of the relationships between the street and the Greenway. We therefore requested a workshop to better define intent and collaboration between street and Greenway.

A workshop was held with 2 Design Commissioners (Julie Livingston and Tad Savinar), City staff from multiple bureaus, and representatives from OHSU and ZGF Architects. It was concluded that some amount of realignment could be supported given OHSU's commitment for the Commons; a realignment could provide the opportunity to better link a more expansive Commons to the Greenway. However, that opportunity should not be at the expense of the Greenway, nor at the expense of the high expectations of a Special Design Area.

City staff and OHSU returned to the Design Commission to present workshop findings on December 3rd. The Design Commission reluctantly voted in favor of the realignment by a vote of 2 to 1. The reluctance was primarily based on a lack of information. The Design Commission, as stated previously, could be supportive of the concept of a realignment. However, the Greenway deteriorates somewhat with a street closer to the Greenway. Therefore, the proposal should give back a little, but to what extent? The extent of the realignment is the outstanding question that deserves more attention and coordination. Currently, the proposal



is to push the street as close to the Greenway as possible. While we appreciate schedule pressures, by setting this exact alignment now, we could be losing opportunities to realize an exemplary Special Design Area. In the absence of early conceptual studies of the Greenway and an understanding of the purpose of the Special Design Area, we are left without knowledge of what the street and Greenway should accommodate. By approving an alignment abutting the Greenway now, we could be without the area necessary to accommodate the needs of the street and/or the Greenway in the future. For example, the design concepts presented by ZGF are lofty but do we know if the street and Greenway are sized to bring those concepts to life? We don't yet know the answer to this question. And, we don't want to lose the opportunity to fulfill those design concepts by not knowing.

We appreciated OHSU's offer for an additional 10'. However, we were reluctant to require a specific dimension because we do not have the information necessary to make such a demand. Ideally, that offer still stands if a determination is made during the design process that some amount of additional land is necessary to realize the concepts set forth by the City.

While it is our clear preference to allow some latitude in the alignment such that opportunities are not lost once the purpose and design of the street and Greenway are defined, the Design Commission recommends approval based on the following points:

1. Design Advice Request hearings will be held well ahead of 30% design, with 3 options.
2. The design concepts will include, but are not limited to, ZGF's first 3 concepts (Reinforce Commons-to River Axis, Special Treatment in Two Zones, Celebrate the Greenway Interface). ZGF's 4th concept (Active Frontage of Buildings on Bond) is not a concept, but rather a requirement for development.
3. At a minimum PBOT, PPR, and OHSU shall connect the proposed OHSU Commons to the GW and ultimately to the River. This connection will cross SW Bond and therefore needs to be a special event/celebration of place.
4. The design team will design for experience, not for the plan.
5. A partnership with Parks will be a component of the street design process.
6. The bullet points describing ZGF's design concepts should be embellished and more specific in stating how the goals could be achieved.

Thank you again for the opportunity to provide advice on the development of the City's first designated "Special Design Area". This designation provides an opportunity for an exemplary river-fronting street to rival other internationally recognized river-fronting streets.

Sincerely,



**Portland Design Commission**

David Wark, Chairman  
Tad Savinar, Vice Chair  
Julie Livingston  
Don Vallaster  
Jeff Simpson

cc: Portland Design Commission  
Kara Fioravanti, BDS  
Richard Browning, PBOT  
Lisa Abuaf, PDC  
Paul Scarlett, Director BD