

IMPACT STATEMENT

Legislation title: Accept findings of the South Portal Partnership Plan Project pertaining to proposed changes to roadway alignments of SW Bond Ave, SW Moody Ave, SW Hamilton St, SW Hamilton Ct, SW Lowell St, and SW Thomas St, and direct implementation of a plan to fund, design and construct remaining South Waterfront street connections (Resolution)

Contact name: Andrew Aebi, South Portal Project Manager

Contact phone: Andrew Aebi, 503-823-5648; Jennifer Bachman, P.E., 503-243-3500

Presenter name: Andrew Aebi, PBOT; Jennifer Bachman, P.E., DKS & Associates

Purpose of proposed legislation and background information:

This Resolution will provide greater certainty to existing and future development in South Waterfront, providing for a more efficient process of development review. It will remove the most expensive and risky elements of uncompleted street connection projects within South Waterfront while providing greater clarity to guide future projects. This Resolution does not actually amend the South Waterfront Street Plan; it directs the Bureau of Planning & Sustainability to introduce amendments as part of the Comp Plan amendment process beginning on November 17, 2016, the day after Council consideration of this Resolution. The record of the Comp Plan will remain open until late November, including these proposed amendments to the South Waterfront Street Plan.

Financial and budgetary impacts:

- Council passage of this Resolution by 12/31/16 is required to retain the full extent of Metro funding of \$250,000 for this planning effort.
- Additional cost refinements will be made after Council passage of this Resolution, but the nominal cost change of the planned improvements is expected to range from 10% to 25% less even before considering ten years' inflation.
- The planned improvements will add additional value to South Waterfront not considered during the last South Waterfront Street Plan amendment in 2009 by including a new water main in SW Moody Avenue south of SW Bancroft Street to improve life-safety in this area
- The Local Improvement District Administrator's level of confidence in the cost estimate for this project as of the filing date of this Ordinance is "Low" per Exhibit A of Resolution No. 36430 adopted by Council on July 26, 2006 given that the project scope is at the conceptual level pending design guidance from the Planning & Sustainability Commission subsequent to passage of this Resolution.

Community impacts and community involvement:

The proposed scope changes to South Waterfront will be transformational in eliminating a proposed seven-lane egress from Interstate 5 southbound. Integrated multimodal access will knit together the South Waterfront and Johns Landing areas, while setting the stage for conversations on how to build additional street infrastructure in the completely unserved area south of currently private SW Hamilton Court and currently public SW Carolina Street, a distance of approximately 4,351 centerline feet. The extension of SW Moody Avenue provides a critically important new neighborhood collector access to Johns Landing to supplement SW Macadam Avenue, which is a state highway.

This Resolution is the culmination of 4 years of public outreach, with nearly 400 stakeholders notified of the final recommendation. Stakeholders have significantly shaped the final recommendations, with refinements made since the conclusion of the traffic study concluded by DKS in January 2016.

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 10-25-16

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185

Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner Leah Treat Director

37257

December 14, 2016

TO: City Council Members

FROM: Andrew Aebi, South Portal Project Manager

COPY: Lewis Wardrip, City Traffic Engineer

**SUBJECT: December 14, 2016 – 9:30 AM Regular Agenda Item #1408:
South Portal Partnership Project Resolution Proposed Amendments**

Resolution Title:

Accept findings of the South Portal Partnership Plan Project pertaining to proposed changes to roadway alignments of SW Bond Ave, SW Moody Ave, SW Hamilton St, SW Hamilton Ct, SW Lowell St, and SW Thomas St, and direct implementation of a plan to fund, design and construct remaining South Waterfront street connections

Background & Purpose of Amendments:

These amendments have been reviewed and approved by the City Traffic Engineer or his designee and reflect discussion of this agenda item at:

- a) A first Council reading on November 16, 2016; and
- b) A Council work session on November 28, 2016; and
- c) A meeting convened by Commissioner Novick's staff with community stakeholders on December 2, 2016.

The purpose of these amendments is to provide for:

1. Additional analysis of the proposed elimination of SW Bond Avenue south of SW Bancroft Street and the additional elimination of SW Hamilton Street east of SW Moody Avenue from the South Waterfront Street Plan prior to a final decision by Council prior to July, 2017 on whether to retain these streets.
2. Analysis of SW Bancroft Street & Macadam Avenue intersection prior to project funding.

Therefore:

- 1) First paragraph following final “whereas”:

Insert “except that SW Bond Avenue will be retained from SW Bancroft Street and SW Hamilton Street, and SW Hamilton Street will be retained from SW Bond Avenue to SW Moody Avenue pending further technical and financial analysis and property owner outreach to outreach to owners of abutting properties” following the word “Resolution.”

- 2) Second paragraph following final “whereas”:

Insert “while retaining SW Bond Avenue between SW Bancroft Street and SW Hamilton Street and SW Hamilton Street from SW Bond Avenue to SW Moody Avenue” following the word “Resolution.”

- 3) Add new eighth and ninth paragraphs following final “whereas”, with current eighth paragraph becoming the tenth and final paragraph following the final “whereas”:

“BE IT FURTHER RESOLVED, that the Council directs the Portland Bureau of Transportation to further analyze the feasibility of a future SW Bond Avenue from SW Bancroft Street to SW Hamilton Street, and a future SW Hamilton Street from SW Bond Avenue to SW Moody Avenue, conduct outreach with the owners of abutting properties, and to prepare a subsequent Resolution for City Council consideration by June 30, 2017 to either permanently retain or eliminate these street connections; and”

and

“BE IT FURTHER RESOLVED, that the Council directs the Portland Bureau of Transportation to analyze the intersection of SW Boundary Street and SW Macadam Avenue to determine if changes to signal timing, or turn lane configurations on the private street leg of the intersection could improve neighborhood traffic circulation. This analysis will be done in conjunction with a subsequent Ordinance that funds the extension of SW Moody Avenue to SW Hamilton Court, and which converts SW Hamilton Court from a private to a public street; and”

- 4) Add new map labeled as Exhibit F, which is attached to this memorandum.

Respectfully submitted,



Andrew H. Aebi
South Portal Project Manager

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Steve Novick Commissioner **Leah Treat** Director

November 15, 2016

TO: City Council Members

FROM: Andrew Aebi, Local Improvement District Administrator

SUBJECT: **November 16, 2016 – 9:45 AM Time Certain
 South Portal Project Resolution**

Resolution Title:

Accept findings of the South Portal Partnership Plan Project pertaining to proposed changes to roadway alignments of SW Bond Ave, SW Moody Ave, SW Hamilton St, SW Hamilton Ct, SW Lowell St, and SW Thomas St, and direct implementation of a plan to fund, design and construct remaining South Waterfront street connections (Resolution)

Notices of proposed South Waterfront Street Plan amendments were mailed to 399 stakeholders, and included notice of the Council hearing on November 16, 2016. The notices were dated September 16, 2016 and were mailed by Printing & Distribution with a postmark date of September 20, 2016. As of 4:00 PM on November 15, 2016, thirteen (13) items of written testimony were submitted, which are summarized below.

I. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY NIEHAUS PROPERTIES, INC.

Written testimony was received on November 15, 2016, from Bob Niehaus of Niehaus Properties Inc., representing owners of properties at 4310 SW Macadam Avenue; 0680 SW Bancroft Street; 4330 SW Macadam Avenue, and 4550 SW Macadam Avenue (see Attachment 1).



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.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: The amended plan is less disruptive, is more realistic, and less expensive, and avoids unfair demolition or taking of existing structures.

Findings:

- a) The extension of SW Moody Avenue from SW Bancroft St. to SW Hamilton Ct. and the conversion of SW Hamilton Ct. from SW Moody Avenue to SW Macadam Avenue from a private to a public street is anticipated to fit within a future 65'-wide right-of-way to avoid or minimize adverse impacts to surrounding properties.
- b) There will be property impacts to the 4000 SW Macadam Avenue property, but this avoids potential impacts to properties including but not limited to 0680 SW Bancroft St., 0690 SW Bancroft St., 0720 SW Bancroft St., and 4330 SW Macadam Avenue (which is actually east of the future SW Moody Avenue).

Issue No. 2: The revised street plan should take private property with due process, consent and just compensation to the property owner.

Findings:

- a) Right-of-way dedications may be required as a condition of development; however, any property acquired by a capital project undertaken by the City will be done with just compensation provided.
- b) Mr. Niehaus' client J.D. Watamull has been in contact with the Portland Bureau of Transportation on or prior to April 21, 2014 regarding a previously-dedicated portion of SW Bond Avenue south of SW Bancroft St. Passage of this Council resolution is a necessary prerequisite to vacating this right-of-way through a separate and subsequent Council Ordinance at property owner expense. However, passage of this Resolution does not guarantee that Council will actually approve the street vacation.

II. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY OLIVIA CLARK.

Written testimony was received on November 14, 2016 from Olivia Clark, owner of 5170 SW Landing Drive, #303 (see Attachment 2).

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: More must be done to protect pedestrians and cyclists.

Finding:

- a) The current South Waterfront Street Plan (“Street Plan”) does not extend SW Moody Avenue beyond a future public SW Hamilton St. to the existing private SW Hamilton Ct. The proposed Street Plan amendment completes this connection, which will provide for sidewalks on both sides of SW Moody Avenue, and a sidewalk on at least one side of SW Hamilton Ct. It will also provide for a separated bicycle connection along the newly public SW Moody Avenue from SW Bancroft St. to SW Hamilton Ct.

Issue No. 2: I fear the proposed Street Plan changes will only shift the transportation safety issues further south on SW Landing Drive.

Findings:

- a) The distance from the SW Hamilton Ct. & Landing Drive intersection to the SW Macadam Avenue & Boundary Street intersection via SW Landing Drive is approximately 2,247 centerline feet. The equivalent distance via SW Macadam Avenue is approximately 2,051 centerline feet. The perceived “cut-through” option via SW Landing Drive is therefore approximately 196 feet or 10% longer.
- b) It would be possible to prohibit left turns from a newly-public SW Hamilton Court to SW Landing Drive, which will remain private. However, the need for this prohibition is unlikely, since by the time a motorist reached the intersection of SW Hamilton Ct. and SW Landing Dr., they would be within a few car lengths of the SW Macadam Avenue & Hamilton Ct. signal. Turning left onto SW Landing Dr. would simply result in that motorist having to wait again at the SW Macadam Avenue & Bancroft St. signal further south.

Issue No. 3: The Portland Bureau of Transportation (“PBOT”) should work with neighbors to slow traffic and assist pedestrians. New development must be held to a higher standard to ensure pedestrian safety.

Findings:

- a) On or about April 6, 2016, the Johns Landing Commercial Areas Association (“JLCAA”) was considering contracting with Alta Planning + Design to evaluate traffic calming improvements to deal with a currently-existing problem. It is PBOT’s understanding that the JLCAA subsequently declined to contract with Alta or another firm to undertake this evaluation. PBOT has no jurisdiction over private streets, but can assist with this effort if part of designing and constructing public streets in this area as part of a future local improvement district (“LID”).
- b) PBOT generally has the ability to only require improvements to public rights-of-way. SW Macadam Avenue is the only public right-of-way for which improvements could be required, and which was indeed a condition of development. Virtually the entire Johns Landing area is in easements, without even tracts for private streets. Dedications for and public streets can be required for subdivision applications. Absent a subdivision, there are not approval criteria for design review to require new street connectivity except for existing public rights-of-way.

III. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY OREGON HEALTH & SCIENCES UNIVERSITY.

Written testimony was received on November 14, 2016 from Brian Newman, representing Oregon Health & Sciences University, owner of multiple properties in South Waterfront (see Attachment 3).

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: Congestion often impacts the Streetcar, which also uses SW Moody Avenue.

Findings:

- a) A rail component of SW Moody Avenue will be maintained. If the North/South line of the Streetcar is extended from SW Lowell St. to the SW Hamilton Ct. intersection, the streetcar will no longer make a left turn across parallel traffic to access the current SW Lowell Street turnaround.
- b) The “no build” analysis of the SW Moody & Bancroft intersection projects a year 2015 vehicle / capacity ratio of 1.30, or 30% over capacity. The proposed Street Plan amendments, when built as part of a subsequently-funded project, are projected to improve this ratio to 0.81, or 19% under capacity, while encouraging multimodal travel options south of SW Bancroft St.

Issue No. 2: There have been a variety of previous studies, but they have been expensive and have had far greater impacts than the proposed Street Plan amendments.

Findings:

- a) A high-level cost estimate of the current Street Plan is that it would cost over \$80 million to build with higher levels of project risk and property impacts than the recommended changes. The estimated \$36 to \$45 million cost of the refined street plan will be a more realistic candidate for funding.
- b) As an example, PBOT currently budgets about \$9 million in system development charge (SDC) resources. Ignoring both a local funding match such as an LID and the South Waterfront SDC overlay, a project cost of \$80 million is equivalent to nearly 9 years of Citywide PBOT SDC resources.
- c) Based on feedback and findings related to the severe infrastructure deficiency between SW Hamilton Ct. and SW Carolina St., it may be appropriate to focus scarce public and private resources to build new public street network capacity in this area in lieu of additional public street network capacity between SW Bancroft Street and SW Hamilton Ct.

IV. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY THE WILLAMETTE SHORE LINE CONSORTIUM.

Written testimony was received on November 14, 2016 from Joe Recker, Tri-Met representative to the Willamette Shore Line Consortium (see Attachment 4).

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: The conversion of part or all of SW Moody Avenue requires that rail use be maintained, and we look forward to further conversations to determine the appropriate rail component of SW Moody Avenue.

Findings:

- a) PBOT has explored two (2) options of reconstructing the Willamette Shoreline Trolley ("Trolley") in this segment, as well as terminating the Trolley at SW Hamilton Ct. and extending the North/South Streetcar line to SW Hamilton Ct. Stakeholder feedback has been in favor of having more frequent transit service via the Streetcar to points north to Portland in lieu of via Trolley to points south. However, this Resolution does not make a decision between the two rail options.
- b) PBOT greatly appreciates the engagement of the Willamette Shoreline Trolley Consortium since the outset of the South Portal Partnership Project.

V. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY THE SOUTH PORTLAND NEIGHBORHOOD ASSOCIATION.

Written testimony was received on November 9, 2016 from Len Michon, president of the South Portland Neighborhood Association (see Attachment 5).

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: The South Portland Neighborhood Association supports the signal phase reduction at the SW Macadam Avenue / SW Hood Avenue / SW Bancroft St. intersection, the SW Lowell Street extension, and the additional of a right turn lane on northbound SW Macadam Avenue to a new SW Lowell St street eastbound.

Finding:

- a) PBOT greatly appreciates this support of the South Portland Neighborhood Association (“SPNA”). PBOT has worked extensively with SPNA and the owner of the affected property at 4000 SW Macadam Avenue in planning for these changes.

Issue No. 2: SPNA has concerns about potential congestion on SW Hamilton Ct. and SW Landing Drive, and has concerns about the elimination of portions of SW Bond Avenue and SW Hamilton St.

Findings:

- a) Existing congestion on private SW Hamilton Ct. will be exacerbated over time in the absence of these Street Plan changes. Currently SW Hamilton Ct. relies solely upon SW Macadam Avenue for ingress and egress, with SW Landing Dr. in close proximity to SW Macadam Avenue. The proposed changes would offer improved circulation by allowing a second access point via the SW Bancroft St. and Moody Avenue intersection, which in turn would no longer leave SW Macadam Avenue as the sole means of ingress and egress.
- b) The benefits of SW Bond Avenue south of SW Bancroft St. and SW Hamilton St. must be weighed relative to the costs. Interviews with property owners in this area indicate little if any interest in building demolition and property dedications to make this physically let alone financially feasible. A key objective of the South Portal Partnership project was to reduce project costs and adjust the project scope so that it could be implemented in a much shorter time frame. Feedback from Johns Landing property owners underscores the importance of securing necessary rights-of-way in advance of development, which would be extraordinarily difficult to achieve for SW Bond Avenue and for SW Hamilton St. in contrast to SW Moody Avenue (see Response IV and Attachment 4).

VI. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY THE HERON POINTE CONDOMINIUM BOARD.

Written testimony was received on November 8, 2016 from Mary Beach, owner of 4990 SW Landing Drive, #201, and Heron Pointe Condominiums Board member (see Attachment 6).

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: The Heron Pointe Condominium Board does not support the proposed changes.

Findings:

- a) The Heron Pointe Board was briefed on the project on September 19, 2016. No homeowners' association was asked to endorse or oppose the proposed Street Plan changes, reflecting individual property owners' perspectives and concerns. That said, written correspondence was received from 13 property owners and stakeholders, representing less than 1% of the 339 community stakeholders notified of the 11/16/16 Council hearing.
- b) Additional correspondence was received from a Heron Pointe Condominiums property owner; see Response VII.

Issue No. 2: Density was added without requiring the addition of sidewalks to SW Landing Dr.

Finding:

- a) See Response II, Issue No. 3, Finding 'b'.

Issue No. 3: We are concerned that SW Landing Drive traffic will increase.

Finding:

- a) See Response II, Issue No. 2, Findings 'a' and 'b'.

VII. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY THE MADELYN & MICHAEL STASKO.

Written testimony was received on November 7, 2016 from Madelyn & Michael Stasko, owners of 4980 SW Landing Drive #303; see Attachment 7.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: We are concerned about the additional volume of traffic that will use our relatively narrow, privately owned, neighborhood streets which do not have sidewalks.

Finding:

- a) See Response II, Issue No. 2, Findings 'a' and 'b'.

Issue No. 2: In the past year, several apartment buildings have been built on SW Landing Drive, which has significantly increased vehicular, bicycle, and pedestrian traffic.

Finding:

- a) See Response II, Issue No. 3, Findings 'a' and 'b'.

Issue No. 3: If designed and constructed correctly, the project would address some pedestrian safety concerns and would provide a multimodal connection to South Waterfront and downtown without having to rely on SW Macadam Avenue.

Finding:

- a) See Response VI, Issue No. 2, Findings 'a' and 'b'.

Issue No. 4: Construct a roundabout at SW Moody Avenue & Hamilton Ct.

Finding:

- a) This enhancement to the Street Plan was added as a result of community input following the second project open house in January 2016.

Issue No. 5: Include sidewalks on SW Moody Avenue.

Finding:

- a) This Resolution plans for sidewalks on SW Moody Avenue.

Issue No. 6: Engage all affected stakeholders on extending streetcar or trolley service south of SW Hamilton Ct.

Findings:

- a) There is existing trolley service south of SW Hamilton Ct. under auspices of the Willamette Shore Line Consortium which is not affected by this Resolution and would not be considered an “extension” of service.
- b) PBOT and Portland Streetcar Inc. are considering an extension of the North/South Streetcar line from SW Lowell Street south to SW Hamilton Ct. as a new terminus. If subsequently funded, there are no future streetcar projects pondered as part of this project, and this Resolution does not direct such an extension south of SW Hamilton Ct.

Issue No. 7: We would also like to request that HOAs and property owners be kept up-to-date on any plans for SW Landing Drive.

Findings:

- a) Nothing in this Resolution directs the conversion of SW Landing Drive to be converted from a private to a public street.
- b) Andrew Aebi, the South Portal Project manager, also serves as the City’s Local Improvement District Administrator. He has offered the option of a local improvement district to construct additional public street connections in Johns Landing. Any exploration of a future local improvement district (“LID”) would involve outreach to property owners of record within any future proposed LID.

VIII. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY MICHAEL TAYLOR-SULLIVAN.

Written testimony was received on November 4, 2016 from Michael Taylor-Sullivan, owner of 5170 SW Landing Drive #306; see Attachment 8.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: The City should acquire SW Hamilton Ct. and improve it to City standards, including a sidewalk extending from SW Macadam Avenue to SW Moody Avenue, with SW Landing Drive remaining a private street.

Findings:

- a) If a project is funded subsequent to Council adoption of this Resolution, PBOT will acquire SW Hamilton Ct. as a newly-public street, and will reconstruct the street. PBOT will assume maintenance responsibility for SW Hamilton Ct. after the street is reconstructed, relieving property owners from the time, effort and financial responsibility to provide for ongoing maintenance through a homeowners' association or other entity. A sidewalk on at least one side of the street will be constructed.
- b) See Response 7, Issue No. 4, Finding 'a'.

Issue No. 2: Construct a roundabout at SW Moody Avenue & Hamilton Ct.

Finding:

- a) See Response VII, Issue 6, Findings 'a' and 'b'.

Issue No. 3: Engage all affected stakeholders on extending streetcar or trolley service south of SW Hamilton Ct.

Finding:

- a) See Response VI, Issue 4, Finding 'a'

Issue No. 4: The 1985-era Johns Landing Master Plan needs to be revitalized.

Finding:

- a) PBOT welcomes input from the community on any additional desired street connections south of SW Hamilton Ct. To the extent that streets remain private, PBOT encourages engage the various stakeholders in the area to engage in their own private planning effort to explore options for local access in this area.

IX. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY ROBIN McARTHUR.

Written testimony was received on October 21, 2016 from Robin McArthur, owner of 5110 SW Landing Drive #301; see Attachment 9.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: The City should acquire SW Hamilton Ct. and improve it to City standards, including a sidewalk extending from SW Macadam Avenue to SW Moody Avenue, with SW Landing Drive remaining a private street.

Finding:

- a) See Response VIII, Issue No. 1, Findings 'a' and 'b'.

Issue No. 2: Construct a roundabout at SW Moody Avenue & Hamilton Ct.

Finding:

- a) See Response VI, Issue No. 4, Finding 'a'.

Issue No. 3: Include sidewalks on SW Moody Avenue

Finding:

- a) See Response VII, Issue No. 5, Finding 'a'.

Issue No. 4: Engage all affected stakeholders on extending streetcar or trolley service south of SW Hamilton Ct.

Finding:

- b) See Response VII, Issue No. 5, Finding 'a'.

X. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY DODIE TOMBLESON.

Written testimony was received on October 18, 2016 from Dodie Tombleson, owner of 4990 SW Landing Drive #104; see Attachment 10.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: I do not want the South Portal project to add to congestion between SW Hamilton Ct. and SW Boundary St.

Findings:

- a) Nothing in this Resolution directs the conversion of currently-private SW Landing Drive nor SW Boundary St. to become public streets.
- b) See Response II, Issue No. 2, Findings 'a' and 'b'.

Issue No. 2: I am also concerned about extending the streetcar south of SW Hamilton Ct.

Finding:

- a) See Response VII, Issue No. 6, Findings 'a' and 'b'.

XI. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY SANDY RAMIREZ.

Written testimony was received on October 14, 2016 from Sandy Ramirez, owner of 5050 SW Landing Drive #103; see Attachment 11.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: We are concerned that plans are being considered without sufficient research into the short or long-term impact to our neighborhood.

Findings:

- a) The South Waterfront Street Plan has been refined since 1996, and most of the planned street connections have been built. The proposed changes to the Street Plan have been discussed with area stakeholders since 2013 in conjunction with a robust public outreach process. Proposed Street Plan changes have been made in response to community input since the last project open house in January 2016.
- b) A detailed traffic study of the proposed changes is attached as Exhibit B to this Resolution.

Issue No. 2: We hope you will reconsider what appears to be a very impulsive and hasty proposal

Findings:

- a) See Issue No. 1, Findings 'a' and 'b' above.
- b) Notices of the November 16, 2016 Council hearing dated September 16, 2016 were mailed on September 20, 2016 to provide an extended advance notification to community stakeholders.

XII. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY SALLIE ALDAPE.

Written testimony was received on October 13, 2016 from Sandy Ramirez, owner of 5050 SW Landing Drive #202; see Attachment 12.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: PBOT has been unwilling to provide a traffic study.

Findings:

- a) An extensive traffic study was performed and is attached as Exhibit B to this Resolution.
- b) On or about April 6, 2016, the Johns Landing Commercial Areas Association (“JLCAA”) was considering contracting with Alta Planning + Design to evaluate traffic calming improvements to deal with a currently-existing problem. It is PBOT’s understanding that the JLCAA subsequently declined to contract with Alta or another firm to undertake this evaluation. PBOT offered to make minor adjustments to the traffic study included in Exhibit B to reflect Alta’s network assumptions, but no such work was apparently privately contracted with Alta.
- c) As noted in Recommendation No. 14 of Exhibit D, if elements of the project are funded subsequent to Council approval of this Resolution, PBOT should analyze the elements prior to construction. Such technical analysis would include roadway and intersection geometric design and signal timing of the SW Macadam Avenue & Hamilton Court, SW Macadam Avenue & Hood Avenue & Bancroft Street, and SW Moody Avenue & Bancroft Street intersections. PBOT would conduct the signal timing analysis in collaboration with the Oregon Department of Transportation (ODOT), since ODOT owns traffic signals on SW Macadam Avenue. Traffic modeling for this signal timing analysis will take into account traffic volumes on SW Landing Drive and the new mini-roundabout planned at or near the SW Moody Avenue and Hamilton Court intersection. A key element of the analysis would be a comparison of how the intersections would operate in comparison to a future no-build, including the impact to northbound traffic on SW Landing Drive, which will remain private after passage of this Resolution.

Issue No. 2: PBOT lacks a comprehensive plan for infrastructure in the Johns Landing area.

Findings:

- a) See Response III, Issue No. 2, Findings ‘a’ and ‘b’.
- b) See Slide No. 17 of the PowerPoint presentation associated with this Resolution.

XIII. SPECIFIC RESPONSES TO THE WRITTEN TESTIMONY FILED BY CONNIE STEPHENS.

Written testimony was received on October 10, 2016 from Connie Stephens, owner of 5050 SW Landing Drive #201; see Attachment 13.

ISSUES RAISED BY THE WRITTEN TESTIMONY

Issue No. 1: I am concerned that traffic will increase on SW Landing Drive.

Finding:

- a) See Response II, Issue 2, Findings 'a' and 'b'.

Issue No. 2: I am concerned that the streetcar will be extended south of SW Hamilton Ct.

Finding:

- a) See Response VII, Issue 6, Findings 'a' and 'b'.


XIV. RECOMMENDATION

It is the recommendation of the South Portal Project Manager that the City Council adopt this Resolution on November 16, 2016.

Respectfully submitted,

Andrew H. Aebi

Andrew H. Aebi
South Portal Project Manager

 **NIEHAUS PROPERTIES INCORPORATED**

November 14, 2016

Andrew H. Aebi
South Portal Manager
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

Dear Mr. Aebi,

Thank you for providing the September 16, 2016 proposed amendment to the South Waterfront Street Plan.

My firm has helped facilitate six commercial real estate transactions since 2012 in the South Waterfront, all of which are impacted by the proposed plan:

1. The GSA lease at 4310 SW Macadam Ave.
2. The sale of the South Waterfront Heated Storage building at 0680 SW Bancroft.
3. The lease to SW Charter School at 0680 SW Bancroft.
4. The sale of the Benz Spring Building at 4330 SW Macadam Ave.
5. The lease to Tesla of the 4330 SW Macadam Ave building.
6. The sale of the FiServ building at 4550 SW Macadam Ave.

Given my experience in the district and the feedback from most property owners and tenants, I support the amended street plan of September 2016 for the following reasons:

The plan is less disruptive to property owners and businesses in the district than prior plans.

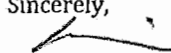
The scope of the amended plan is more realistic and undoubtedly less expensive than previous proposals.

This amended plan – for the most part – avoids costly, impractical, and unfair demolition or taking of existing structures.

The amended plan should realistically improve ingress and egress despite the many constraints inherent in the district.

I think you have provided an alternative to best alleviate traffic challenges in the South Waterfront, provided any taking of private property is with due process, consent, and just compensation to the private property owner.

Sincerely,



Robert Niehaus
President/Principal Broker
Niehaus Properties, Inc.
4380 SW Macadam Ave, Suite 190 Portland, OR 97239

Niehaus Properties, Inc.
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ATTACHMENT 2

The Honorable Charlie Hales, Mayor
The Honorable Steve Novick, Commissioner
Leah Treat, Director PBOT
Andrew Aebi, South Portal Project Manager

AUDITOR 11/14/16 PM 4:53

November 14, 2016

Dear Friends and Decision Makers:

I am writing regarding the South Portal plan which comes before Council in November.

Having recently moved to Rivers Edge Condominiums from the Hillsdale neighborhood, I now have **direct experience** of the transportation infrastructure inadequacies in this area. The improvements proposed in the South Portal Plan (SPP) are needed but incomplete. More must be done in the Plan to protect pedestrians and cyclists.

The SPP as written does not address the patchwork of narrow, substandard streets (in some cases privately owned) in this area. It is dangerous and cannot handle the increased traffic brought by hundreds of new apartments, condos and OHSU/Office buildings. As a pedestrian, cyclist, and streetcar rider who regularly travels in and around the South Waterfront and John's Landing areas, the safety challenges are frightening. The SPP proposed changes at Hamilton Court are a start but I fear they will only shift the transportation safety issues further south to Landing Drive.

If you approve the proposed extension of Moody and changes at Hamilton Court, I request that you include sidewalks and other enhanced safety measures. If the City acquires Hamilton Court and possibly Landing Drive, it is imperative that these streets be brought up to city standards including sidewalks for maximum pedestrian safety.

The City through PBOT and other agencies must also be encouraged to work with neighbors to slow traffic and assist pedestrians. In addition, any new development, whether residential or commercial, must be held to a higher standard to insure pedestrian safety.

I respectfully request that you address these safety issues in the South Portal Plan. As the City continues to approve more apartments, condos, and commercial construction in and around our neighborhood, you must also make needed infrastructure investments.

Sincerely,

Olivia Clark
5170 SW Landing Dr. #303
Portland, Oregon 97239

ATTACHMENT 3

**Campus Development**

Mail code L101
3181 S.W. Sam Jackson
Park Road
Portland, OR 97239-3098
tel 503 494-1451

November 14, 2016

Dear Mayor and City Commissioners,

I am writing today in support of Council Agenda Item #1265, the South Portal Partnership Plan (Plan) Project. The City of Portland has identified important goals for South Waterfront – notably, increased jobs, housing and open space – and the Plan helps ensure the viability of achieving those goals. I hope you can support the Plan, and am happy to answer any questions that you may have.

The existing SW Bancroft Street, Hood Avenue and Macadam Avenue intersection is inadequate to serve the rapidly growing South Waterfront community. Traffic currently backs up from this intersection into South Waterfront along SW Moody Avenue. Not only does this result in excess pollution while traffic idles, but the congestion often impacts the streetcar as well, which also uses SW Moody Avenue. These problems will only get worse with time, and threaten the viability of fully transforming South Waterfront from a brownfield into an extension of the Central City.

While there have been a variety of previous studies focused on solving these problems, they have been expensive and had far greater impacts than the Plan coming before you. The ordinance is the product of extensive discussions with those living and working in the area, and I urge you to support it.

Thank you in advance for considering my comments.

Sincerely,



Brian Newman
Vice President of Campus Development



November 14, 2016

Mayor Charlie Hales
Commissioner Steve Novick
Commissioner Amanda Fritz
Commissioner Nick Fish
Commissioner Dan Saltzman
1221 SW 4th Avenue
Portland OR 97204

**RE: South Portal Partnership Plan
Council Calendar Item 1265**

Dear Mayor Hales and Commissioners:

The Willamette Shore Line Consortium is comprised of the cities of Portland and Lake Oswego, Metro, TriMet and the Oregon Department of Transportation with the purpose of preserving a rail right-of-way between South Waterfront and the city of Lake Oswego for future passenger rail transit use. We oversee the management and maintenance of the rail right-of-way, as well as the operations of the Willamette Shore Trolley that connects Portland to Lake Oswego.

As the owner of the rail right-of-way that would, at least in part, make up SW Moody Avenue, the Consortium is writing to express support for the extension of SW Moody Avenue from SW Bancroft Street south to SW Hamilton Court as shown in the South Portland Partnership Plan and the proposed South Waterfront Street Plan amendments.

We've been engaged in the planning process and have appreciated the opportunity to weigh in on the proposed amendments. As the owner of the rail right-of-way, improvements for a SW Moody Avenue extension must have the approval of the Consortium. The conversion of part or all of the rail right-of-way in this segment into a street improvement requires that rail use be maintained and we look forward to further conversations with staff from the Portland Bureau of Transportation and Portland Streetcar to determine the appropriate solution as SW Moody is designed and improved.

Sincerely,

A handwritten signature in black ink that reads "Joe Recker". The signature is written in a cursive, flowing style.

Joe Recker, TriMet Representative to the WSL Consortium

cc: Andrew Aebi, Portland Bureau of Transportation



South Portland Neighborhood Association

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.southportlandna.org

Commissioner Steve Novick
1221 SW 4th Avenue, Room 210
Portland, OR 97204

November 9, 2016

Dear Commissioner Novick:

Re: South Waterfront Street Plan Amendments

The South Portland Neighborhood Association (SPNA) would like to thank PBOT and ODOT staff, as well as the public and stakeholders, for taking part in discussions that resulted in the proposed amendments to the South Waterfront (SWF) Street Plan coming before the City Council on November 16, 2016. The SPNA has voted to support a subset of those amendments and related projects, and not to support others. The SPNA specifically supports:

- Turning the intersection of SW Hood/Bancroft/Macadam into a two-phase signal
- Removing SW Thomas and realigning SW Lowell
- Restriping SW Macadam between SW Bancroft and SW Lowell to add a dedicated right turn lane onto SW Lowell

The SPNA's support is based on the need to address growing congestion in South Waterfront as well as assurances from the Portland Bureau of Transportation that projects resulting from these map amendments would only occur after detailed technical analysis confirms that such changes will improve traffic flow without unintended consequences. At this time, the SPNA board does not support removal from the South Waterfront Street Plan of mapped roadways to the south of SW Bancroft – SW Bond Avenue and SW Hamilton Street – that are called for in the amendment package nor the current concept for extending SW Moody. While there is some support among SPNA board members for a SW Moody extension, a majority of the SPNA board had the following concerns about the proposed changes south of SW Bancroft Street:

- South Waterfront traffic may further congest SW Hamilton Court and/or SW Landing Drive and the Johns Landing community east of Macadam
- A much more robust transportation project is needed to address future South Waterfront congestion
- Eliminating portions of SW Bond Avenue and SW Hamilton Street from the street plan may make development of a more robust transportation project more difficult

Page 2, November 9, 2016, South Waterfront Street Plan Amendments

While we applaud the city for its foresight in developing a multi-modal transportation alternative within SWF, residents and businesses share a consensus view that there is a pressing need for improved access for vehicular traffic. The neighborhood also believes this traffic demand will increase in the near term. As such, we urge the City Council to continue to investigate additional, more robust transportation improvements to the south of SW Bancroft, while moving forward with implementation of improvements at SW Bancroft and to the north.

Very truly yours,

A handwritten signature in black ink, appearing to read "G. L. Michon, Jr.", with a stylized flourish at the end.

G. L. Michon, Jr
President
South Portland Neighborhood Association

CC:

Mayor Charlie Hales
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Nick Fish

Aebi, Andrew

From: Council Clerk – Testimony
Sent: Wednesday, November 09, 2016 10:20 AM
To: Commissioner Fish; Fritz, Amanda; Hales, Charlie; Novick, Steve; Saltzman, Dan; Brewster, Stacy; Broughal, Justine; Gleason, Megan; Quitugua, Betsy; Salazar, Goldann; Wiggins, Rachael
Cc: Aebi, Andrew
Subject: FW: South Waterfront Street Plan - testimony Nov 16

Susan Parsons
 Assistant Council Clerk
 City of Portland
susan.parsons@portlandoregon.gov
 503.823.4085

From: Mary Beach [mailto:mebeach@hotmail.com]
Sent: Tuesday, November 08, 2016 5:24 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: South Waterfront Street Plan

To: City Council Members

Re: Proposed Amendments to the South Waterfront Street Plan

City Council Agenda Item, November 16, 2016

We, the board of the Heron Pointe Condominiums, the governing body for this 48 unit development, do not support the proposed changes listed in the 9/16/2016 mailing from PBOT to area Property Owners titled "Proposed Amendments to the South Waterfront Street Plan".

There has been a great increase in density in our area leading to increased auto, bicycle and pedestrian traffic on our private road (Landing Drive). This density was added without requiring the addition of sidewalks along Landing Drive to ensure the safety of pedestrians. We are concerned the extension of SW Moody to SW Hamilton Court will further add to increased traffic on Landing Drive as autos use our private road as a pass through to SW Boundary and SW Macadam.

Please use this email as evidence against this proposal in the upcoming City Council meeting scheduled for 11/16/2016.

Sincerely,

Mary Beach, Board Chairman

(mebeach@hotmail.com)

Heron Pointe Condominiums

Mailing Address:

c/o Noah and Associates Community Management

12550 SE 93rd Ave. Ste 300

Clackamas, OR 97015

503.654.0118

ATTACHMENT 7

October 21, 2016

The Honorable Charlie Hales, Mayor
The Honorable Steve Novick, Transportation Commissioner
Leah Treat, Director, Portland Bureau of Transportation
Andrew Aebi, South Portal Project Manager

Subject: Testimony for the Public Record Regarding the South Waterfront Transportation Plan Amendments

I am a resident of the Johns Landing area located along SW Landing Drive, SW Hamilton Court and SW Boundary. I am writing to request that a number of design elements be included in the South Waterfront Transportation Plan/South Portal project amendments to address concerns that have been raised by me and many of my neighbors about pedestrian safety, traffic flow, and transit access.

Proposed Amendments: In an effort to improve traffic flow in the South Waterfront area, the City is proposing to extend SW Moody Avenue from SW Bancroft to SW Hamilton Court thereby providing South Waterfront traffic with an additional access point to SW Macadam. The plan would also close, or limit access on, a number of streets that currently provide South Waterfront residents and employees with direct ingress/egress to SW Macadam Avenue.

The changes would increase the volume of South Waterfront traffic using the existing SW Bancroft/SW Macadam Avenue intersection as well as the newly created connection to SW Hamilton Court/SW Macadam Avenue via the SW Moody Avenue extension.

Concerns: I, and many of my neighbors, are concerned about the additional volume of South Waterfront traffic that will use our relatively narrow, privately owned, neighborhood streets which do not have sidewalks. In the past year, several apartment buildings have been built on SW Landing Drive. This has significantly increased vehicular, bicycle and pedestrian traffic in our neighborhood.

Please note that I am not opposed to the South Waterfront project. If designed and constructed correctly, the project would address some pedestrian safety concerns and provide a multi-modal connection to South Waterfront and downtown without having to rely on SW Macadam which gets very congested during peak periods.

My biggest concerns are:

- 1) Pedestrian safety on SW Landing Drive and Hamilton Court. Both streets are privately owned by the Johns Landing Commercial Area Association (JLCAA). They are poorly designed, do not have sidewalks, and function more like parking lots than through-streets.
- 2) Increased traffic on SW Hamilton Court which will make it more difficult to use that street to access SW Macadam Avenue.
- 3) The potential for increased through-traffic on SW Landing Drive.
- 4) Lack of continuous sidewalk connections to access streetcar and light rail in the South Waterfront area.
- 5) Increased personal liability and maintenance costs associated with allowing additional non-local traffic to use Hamilton Court, a private street owned by the JLCAA.
- 6) The potential for streetcar or trolley extensions through the neighborhood without proper vetting of the pros and cons with all affected neighborhood and home-owner associations.

My neighbors and I have raised these concerns in a number of forums with city staff. I appreciate Andrew Aebi, the South Portal project manager, for responding to many of those concerns in his letter dated September 16, 2016.

Desired Outcome: I respectfully request that the following elements be incorporated into the South Waterfront Transportation Plan/South Portal project amendments scheduled for City Council consideration in November 2016 and that will be constructed as part of the project.

The amendments would help the city accomplish the broader goal of enhancing transportation safety and choice throughout the South Waterfront area as well as for residents and employees located in the Johns Landing area located between SW Hamilton Court and SW Boundary.

- The city should acquire SW Hamilton Court and improve it to city standards including constructing a sidewalk extending from SW Macadam Avenue to SW Moody Avenue. I understand that SW Landing Drive will remain a private street at this point but I intend to work with my neighbors and the Johns Landing Commercial Area Association to seek pedestrian safety enhancements as well as traffic calming elements that will dissuade through-traffic.

ATTACHMENT 8

November 4, 2016

The Honorable Charlie Hales, Mayor

The Honorable Steve Novick, Transportation Commissioner

Leah Treat, Director, Portland Bureau of Transportation

Andrew Aebi, South Portal Project Manager

Subject: Testimony for the Public Record Regarding the South Waterfront Transportation Plan Amendments

My wife and I live and work, 15 years now, in the Johns Landing area located along SW Landing Drive, SW Hamilton Court and SW Boundary. Landing Drive is a private street in southwest Portland, extending nearly a half mile through a community of campus-style, owner-owned multi-family condominium complexes from the 1980's; multi-family apartment complexes recently constructed 2015/2016; and commercial office and service businesses zoned from the 1970's.

I am writing to request a number of design elements be included in the South Waterfront Transportation Plan/South Portal project amendments to address concerns that several neighbors have shared with me about pedestrian safety, traffic flow, and transit access.

Proposed Amendments: In an effort to improve traffic flow in the South Waterfront area, the City is proposing to extend SW Moody Avenue from SW Bancroft to SW Hamilton Court thereby providing South Waterfront traffic with an additional access point to SW Macadam. The plan would also close, or limit access on, a number of streets that currently provide South Waterfront residents and employees with direct ingress/egress to SW Macadam Avenue.

The changes would increase the volume of South Waterfront traffic using the existing SW Bancroft/SW Macadam Avenue intersection as well as the newly created connection to SW Hamilton Court/SW Macadam Avenue via the SW Moody Avenue extension.

Concerns: Neighbors are concerned about the additional volume of South Waterfront traffic that may use our relatively narrow, privately owned, neighborhood streets which do not have sidewalks. In the past year, several apartment buildings have been built on SW Landing Drive. This has significantly increased vehicular, bicycle and pedestrian traffic in our neighborhood. Even now the neighborhood association is investigating certain traffic-calming scenarios (see attachment: Traffic-Calming Scenarios Landing Drive Corridor).

Although I am not opposed to the South Waterfront project. If, designed and constructed correctly, the project would address some pedestrian safety concerns and provide a multi-modal connection to South Waterfront and downtown without having to rely on SW Macadam which gets very congested during peak periods.

My biggest concerns are:

- 1) Pedestrian safety on SW Landing Drive and Hamilton Court. Both streets are privately owned by the Johns Landing Commercial Area Association (JLCAA). They are poorly designed, do not have sidewalks, and function more like parking lots than through-streets. (refer to remedy scenarios in planning stages in attachment)
- 2) Increased traffic on SW Hamilton Court which will make it more difficult to use that street to access SW Macadam Avenue.
- 3) The potential for increased through-traffic on SW Landing Drive.

- 4) Lack of continuous sidewalk connections to access streetcar and light rail in the South Waterfront area.
- 5) Increased personal liability and maintenance costs associated with allowing additional non-local traffic to use Hamilton Court, a private street owned by the JLCAA.
- 6) The potential for streetcar or trolley extensions through the neighborhood without proper vetting of the pros and cons with all affected neighborhood residents and business owners.

My neighbors and I have raised these concerns in a number of forums with city staff. I appreciate Andrew Aebi, the South Portal project manager, for responding to many of those concerns in his letter dated September 16, 2016.

Desired Outcome: I respectfully request that the following elements be incorporated into the South Waterfront Transportation Plan/South Portal project amendments scheduled for City Council consideration in November 2016 and that will be constructed as part of the project.

The amendments would help the city accomplish the broader goal of enhancing transportation safety and choice throughout the South Waterfront area as well as for residents and employees located in the Johns Landing area located between SW Hamilton Court and SW Boundary.

- The city should acquire SW Hamilton Court and improve it to city standards including constructing a sidewalk extending from SW Macadam Avenue to SW Moody Avenue. I understand that SW Landing Drive will remain a private street at this point. I intend to work with my neighbors and the Johns Landing Commercial Area Association to seek pedestrian safety

enhancements as well as traffic-calming elements that will dissuade through-traffic increases and through-traffic speeding.

- Amelioration efforts may have to be implemented on the private street to include: adding sidewalk infrastructure coupled with off-set pavement alterations with pavement narrowing designs, if, significant cut-through traffic should adversely impact the Landing Drive corridor. I include this as a provision due to the high demographic of OHSU students and professionals commuting daily through this corridor.

- Construct a round-about at the intersection of SW Hamilton Court and SW Moody Avenue to give residents and businesses south of SW Hamilton Court the ability to travel northbound to the South Waterfront area and downtown without using Macadam Avenue. It should also be designed to provide us with the ability to travel westbound on SW Hamilton Court to access Macadam Avenue.

The round-about is a critical element for our neighborhood. Without it, the increased volume of South Waterfront traffic on SW Hamilton Court essentially will prevent us from accessing SW Macadam Avenue during peak periods.

- Include sidewalks on SW Moody to provide a safer and more direct route for our residents and employees to access streetcar and light rail in the South Waterfront area.
- Well-conceived provisions for cyclists. Whether dedicated bike lanes or sharrows lanes, several concerns have been raised about the integration of a mini-round-about and right-of-way-oriented fast commuter-type bicyclists.
- *I wish to emphasize that if, and when, some kind of rail service accompanies future growth it will be welcomed as an amenity to a thriving central business district sited west of OR43. That said, It is my desire that any engagements with affected neighborhood, homeowner and business associations be robust and thoroughgoing in assessment of the*

benefits and impacts associated with extending streetcar or trolley south of SW Hamilton Crt. prior to considering action on that alternative.

In closing, as a resident living and working near (quarter mile) at the south interface of the South Waterfront community, I hope for an improved dialog with neighboring leaders going forward. I wish to share my continued desire to contribute towards revitalizing the once existing, circa 1985, Johns Landing master plan. As a well-intentioned and thoughtful urban plan, it was crafted to guide the community over time to both steward the natural riverside amenities and adapt to new infrastructure demands and developments, all necessities now require us to demonstrate our resolve and legitimacy as a forward-thinking and groundbreaking community presenting positive amenities and thriving examples which we all know are integral to what and how we live in this special part of Portland.

Thank you for your consideration.

Sincerely,

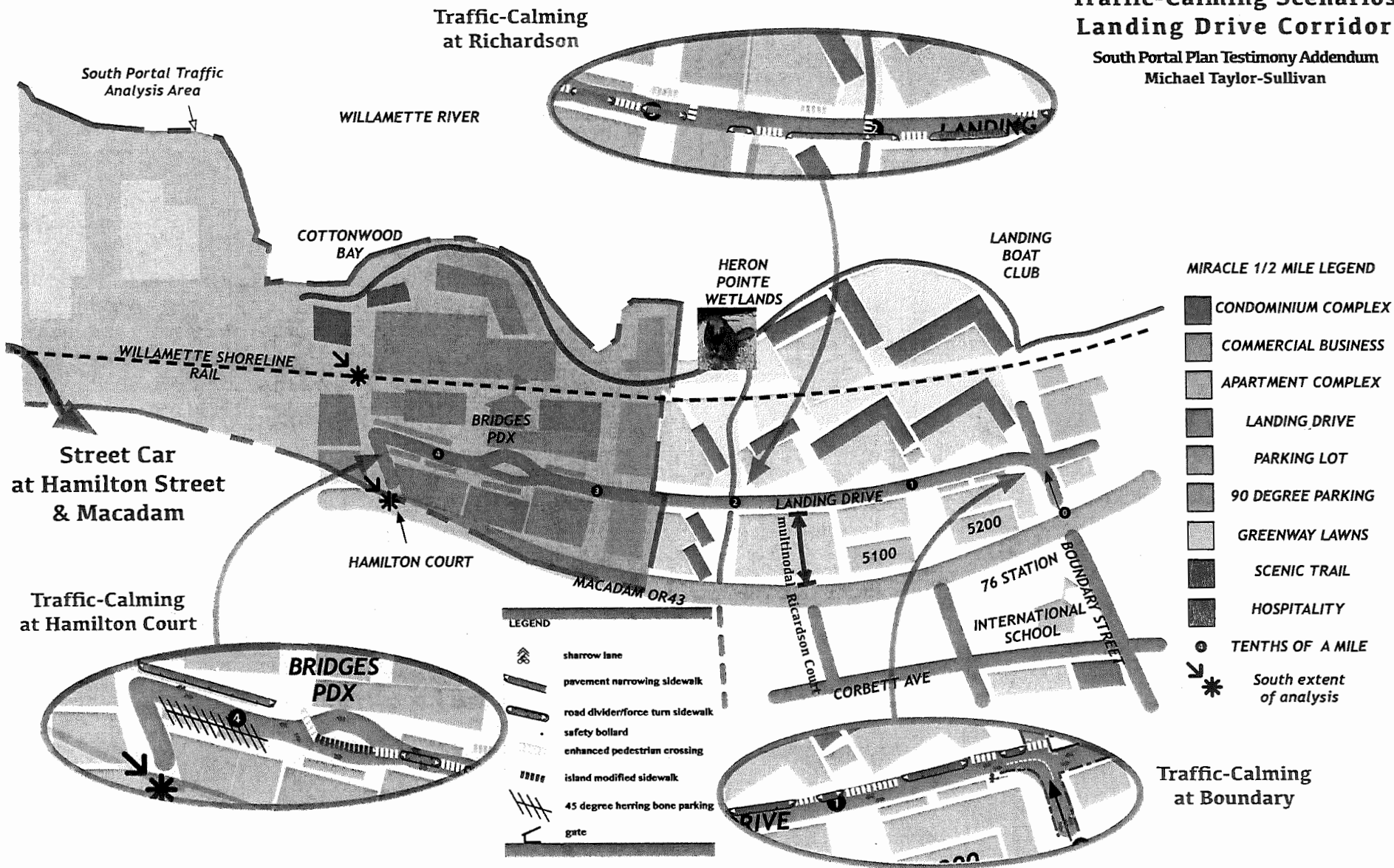
A handwritten signature in black ink that reads "Michael Taylor-Sullivan". The signature is written in a cursive, flowing style.

Michael Taylor-Sullivan

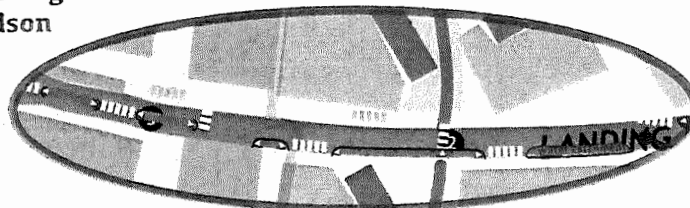
Attachment: Traffic-Calming Scenarios Landing Drive Corridors ~ in the planning stages!

Traffic-Calming Scenarios Landing Drive Corridor

South Portal Plan Testimony Addendum
Michael Taylor-Sullivan



Traffic-Calming
at Richardson



MIRACLE 1/2 MILE LEGEND

- CONDOMINIUM COMPLEX
- COMMERCIAL BUSINESS
- APARTMENT COMPLEX
- LANDING DRIVE
- PARKING LOT
- 90 DEGREE PARKING
- GREENWAY LAWNS
- SCENIC TRAIL
- HOSPITALITY
- TENTHS OF A MILE
- South extent of analysis

- ### LEGEND
- sharrow lane
 - pavement narrowing sidewalk
 - road divider/force turn sidewalk
 - safety bollard
 - enhanced pedestrian crossing
 - island modified sidewalk
 - 45 degree herring bone parking
 - gate

South Portal Traffic
Analysis Area

WILLAMETTE RIVER

COTTONWOOD
BAY

HERON
POINTE
WETLANDS

LANDING
BOAT
CLUB

WILLAMETTE SHORELINE
RAIL

BRIDGES
PDX

Street Car
at Hamilton Street
& Macadam

HAMILTON COURT

Traffic-Calming
at Hamilton Court

MACADAM OR43

LANDING DRIVE

multinodal
Richardson Court

5100

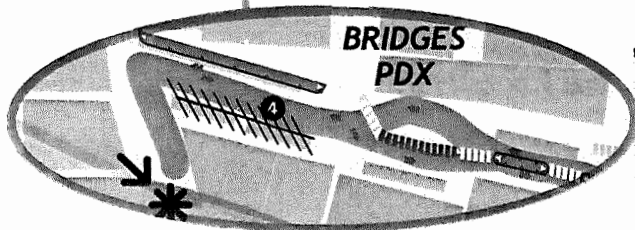
5200

76 STATION
INTERNATIONAL
SCHOOL

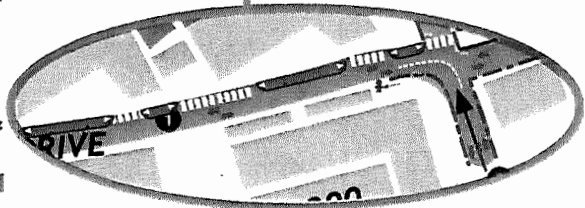
CORBETT AVE

BOUNDARY STREET

BRIDGES
PDX



Traffic-Calming
at Boundary



ATTACHMENT 9

October 21, 2016

The Honorable Charlie Hales, Mayor
The Honorable Steve Novick, Transportation Commissioner
Leah Treat, Director, Portland Bureau of Transportation
Andrew Aebi, South Portal Project Manager

Subject: Testimony for the Public Record Regarding the South Waterfront Transportation Plan Amendments

I am a resident of the Johns Landing area located along SW Landing Drive, SW Hamilton Court and SW Boundary. I am writing to request that a number of design elements be included in the South Waterfront Transportation Plan/South Portal project amendments to address concerns that have been raised by me and many of my neighbors about pedestrian safety, traffic flow, and transit access.

Proposed Amendments: In an effort to improve traffic flow in the South Waterfront area, the City is proposing to extend SW Moody Avenue from SW Bancroft to SW Hamilton Court thereby providing South Waterfront traffic with an additional access point to SW Macadam. The plan would also close, or limit access on, a number of streets that currently provide South Waterfront residents and employees with direct ingress/egress to SW Macadam Avenue.

The changes would increase the volume of South Waterfront traffic using the existing SW Bancroft/SW Macadam Avenue intersection as well as the newly created connection to SW Hamilton Court/SW Macadam Avenue via the SW Moody Avenue extension.

Concerns: I, and many of my neighbors, are concerned about the additional volume of South Waterfront traffic that will use our relatively narrow, privately owned, neighborhood streets which do not have sidewalks. In the past year, several apartment buildings have been built on SW Landing Drive. This has significantly increased vehicular, bicycle and pedestrian traffic in our neighborhood.

Please note that I am not opposed to the South Waterfront project. If designed and constructed correctly, the project would address some pedestrian safety concerns and provide a multi-modal connection to South Waterfront and downtown without having to rely on SW Macadam which gets very congested during peak periods.

My biggest concerns are:

- 1) Pedestrian safety on SW Landing Drive and Hamilton Court. Both streets are privately owned by the Johns Landing Commercial Area Association (JLCAA). They are poorly designed, do not have sidewalks, and function more like parking lots than through-streets.
- 2) Increased traffic on SW Hamilton Court which will make it more difficult to use that street to access SW Macadam Avenue.
- 3) The potential for increased through-traffic on SW Landing Drive.
- 4) Lack of continuous sidewalk connections to access streetcar and light rail in the South Waterfront area.
- 5) Increased personal liability and maintenance costs associated with allowing additional non-local traffic to use Hamilton Court, a private street owned by the JLCAA.
- 6) The potential for streetcar or trolley extensions through the neighborhood without proper vetting of the pros and cons with all affected neighborhood and home-owner associations.

My neighbors and I have raised these concerns in a number of forums with city staff. I appreciate Andrew Aebi, the South Portal project manager, for responding to many of those concerns in his letter dated September 16, 2016.

Desired Outcome: I respectfully request that the following elements be incorporated into the South Waterfront Transportation Plan/South Portal project amendments scheduled for City Council consideration in November 2016 and that will be constructed as part of the project.

The amendments would help the city accomplish the broader goal of enhancing transportation safety and choice throughout the South Waterfront area as well as for residents and employees located in the Johns Landing area located between SW Hamilton Court and SW Boundary.

- The city should acquire SW Hamilton Court and improve it to city standards including constructing a sidewalk extending from SW Macadam Avenue to SW Moody Avenue. I understand that SW Landing Drive will remain a private street at this point but I intend to work with my neighbors and the Johns Landing

Commercial Area Association to seek pedestrian safety enhancements as well as traffic calming elements that will dissuade through-traffic.

- Construct a round-about at the intersection of SW Hamilton Court and SW Moody Avenue to give residents and businesses south of SW Hamilton Court the ability to travel northbound to the South Waterfront area and downtown without using Macadam Avenue. It should also be designed to provide us with the ability to travel westbound on SW Hamilton Court to access Macadam Avenue.

The round-about is a critical element for our neighborhood. Without it, the increased volume of South Waterfront traffic on SW Hamilton Court essentially will prevent us from accessing SW Macadam Avenue during peak periods.

- Include sidewalks on SW Moody to provide a safer and more direct route for our residents and employees to access streetcar and light rail in the South Waterfront area.
- In a separate but related issue, engage all affected neighborhood, homeowner and business associations in robust and thorough assessment of the benefits and costs associated with extending streetcar or trolley south of SW Hamilton Cr. prior to considering action on that alternative.

Thank you for your consideration.

Sincerely,



Robin McArthur

South Portal Extension

My name is Dodie Tombleson and I have been a resident at Heron Pointe Condos in Johns Landing for the past 11 years. I moved in at the time of conversion from apartments to condos. Landing Drive is a privately owned and maintained street, and in my opinion it cannot handle anymore traffic. It is at capacity now since the city allowed three (3) large developments in the past 2-3 years, over 600 units in 3 high rise buildings. Two on Landing Dr directly across from each other. The city has allowed these developers setbacks resulting in no sidewalks and no bicycle lanes. Landing Dr is a very narrow 2 lane street and can be at times extremely unsafe for cars, pedestrians, bicycles and the service vehicles that need to access our community.

I do not want the South Portal Extension in anyway to add to the already existing congestion between Hamilton Ct and Boundary which would ultimately impact Landing Dr.

I am also concerned about the possibility of extending the Portland Streetcar past Hamilton Ct.

It appears that the city does not want or need a comprehensive plan but only a desire to pass on the **South Waterfront** traffic congestion to other areas, one being Johns Landing.

I encourage all to visit our neighborhood especially during peak hours and see how difficult it already is to navigate on foot, bicycle or vehicle.

Thank you for considering these issues,

Dodie Tombleson

4990 SW Landing Dr #104, 97239

dodiet@comcast.net

Aebi, Andrew

From: Sandy Ramirez <sandylou29@yahoo.com>
Sent: Friday, October 14, 2016 8:14 AM
To: Aebi, Andrew
Subject: John's Landing Traffic Pattern Changes

To the Transportation Board: I have been a resident of John's Landing since 2008 and i own my condo here. We have been living with the construction noise and traffic resulting from the building of four large apartment buildings on our block for the past two years, not a pleasant experience. Most recently we have been made aware of a plan to change the transportation patterns in our neighborhood in order to modify public transportation to this part of Portland. We have received some notices of meetings and hearings as well as materials describing some of the options being considered. We are very concerned that these plans are being considered without sufficient research into the short-term and long term impact on our neighborhood and the quality of life for our residents, many of whom are senior citizens and hoping to remain in our homes and enjoy our retirement here in John's Landing. We are asking you to implement rigorous studies that will examine the impact of transportation changes in our neighborhood and any type of construction or modification of existing structures and habitat. We hope that you will reconsider what appears to be a very impulsive and hasty proposal and implement a fair and reasonable process for moving forward. Please come and visit our neighborhood in person and observe why we value our lifestyle here. My family and neighbors are strong proponents of public transportation and environmental protection. We would like to see improvements throughout our region in these areas and believe that thoughtful and careful efforts can achieve results that will benefit everyone over time.

Thank you for your consideration of my request.

Sincerely,
Sandra Ramirez

Sandy Ramirez, Psy.D.

sandylou29@yahoo.com
(503) 730-3702

Aebi, Andrew

From: Council Clerk – Testimony
Sent: Thursday, October 13, 2016 10:07 AM
To: Hales, Charlie; Fritz, Amanda; Fish, Nick; Saltzman, Dan; Novick, Steve
Cc: Aebi, Andrew; Wiggins, Rachael; Broughal, Justine; Salazar, Goldann; Quitugua, Betsy; Brewster, Stacy; Gleason, Megan
Subject: FW: South Portal Plan 11/16/2016 Council Meeting

Testimony from Sallie Aldape.

Karla Moore-Love |Council Clerk
 Office of the City Auditor |City Hall Rm 130
 503.823.4086

-----Original Message-----

From: Sallie Aldape [mailto:smaldape@icloud.com]
Sent: Tuesday, October 11, 2016 3:02 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Cc: Sallie Aldape <morrison.aldape@gmail.com>
Subject: South Portal Plan 11/16/2016 Council Meeting

Reasons the City Council should withhold support for the South Portal Extension, in its present form

Lack of Transparency - PBOT wants a show of support for its plan to extend Moody to Hamilton Ct, but has been unwilling to provide a traffic study that could detail the impact of its South Portal Expansion on the abutting neighborhood(s), specifically the property along the privately owned SW Landing Drive between Boundary and SW Hamilton Ct. Repeated requests have been made to PBOT to provide a traffic study, but no such study has been provided to date. The city cannot expect the neighborhood(s) to provide written support for a program without information detailing the impact to its community, private roads and related infrastructure, as well as the related costs expected from the neighborhood to mitigate those impacts going forward.

Lack of Accountability - PBOT wishes to reroute its SWF traffic problem South, away from the publicly owned roads and sidewalks in the SWF to privately owned roads and infrastructure in the Johns Landing neighborhood. It appears the city plans to send its problems Southbound onto roads it does not own nor pays to maintain (i.e. SW Landing Drive).

Lack of Comprehensive Plan - Similar to the SWF, the area along SW Landing Drive between SW Hamilton Ct and SW Boundary has seen explosive growth over the past 2 years. Residential units in this area have increased from 144 in 2014 to 625 (end of 2016), a 334% increase. Despite a practice of comprehensive planning for multimodal travel and oversized sidewalks in the SWF, the city planning dept. has repeatedly allowed for insufficient building setbacks and waivers along SW Landing Drive, severely limiting the Johns Landing Commercial Area Association's (JLCAA) ability to plan for adequate road, pedestrian and bike improvements along its primarily arterial, SW Landing Drive. The plan to shift the traffic congestion south from the SWF to Johns Landing with the South Portal Plan only makes this roadway more of a liability it is current state. It is problematic that the City reaps the tax revenues and related charges from the increasingly dense new development in the SWF and Johns Landing, and appears to make setback and design decisions with little input from owners of the roadways in Johns Landing (JLCAA), but at the same time is not on the hook to pay for the related infrastructure and safety improvements that will required along SW Landing Drive to accommodate this growth.

The project appears to primarily benefit SWF car travel at the expense of the Johns's Landing's car, bike and pedestrian travel on SW Landing Drive between Hamilton Court and Boundary. The South Portland Plan is designed to relieve congestion within the SWF at Bancroft by creating an additional exit point southbound along Moody at Hamilton Ct.

Although PBOT's proposed condemnation of Hamilton Ct will reportedly result in improved sidewalks on Hamilton Ct and a small roundabout, no such improvements are proposed for SW Landing Drive, the street that will likely bear the brunt of the increased car congestion from (1) weaker left turn access on Hamilton CT to Macadam and (2) increased overall in car thru traffic emanating from the north. The only truly viable exit point open for all to use will be SW Boundary, again a street in which no improvements by the city are slated to occur. If the South Portal Plan is implemented as presently proposed, pedestrian and bike safety along SW Landing will suffer, due to the increase in car congestion on SW Landing Drive; PBOT offers no infrastructure improvements or mitigations in the area which will feel the most impact, nor even a baseline traffic study. This seems to contradict recent Vision Zero goals adopted by the City, in which "every street project be designed to achieve zero deaths" (City of Portland Vision Zero Website).

Possible Solutions.

Transfer All Johns Landing Road & Infrastructure to the Public Domain. If the City truly believes a South Portal extension is in the best interests of the community as a whole, it should take ownership of all infrastructure within the Johns Landing neighborhood (roads, sewer water, other) so any negative impact it creates in the neighborhood will borne by the City, not a private entity with little say in the development decisions nor the resources to accommodate this pace of change. The city will make better design decisions overall if they have an ownership interest in the impacted areas.

Share Tax Revenue Growth with the Entity that Maintains the Infrastructure within the Area. If the City does not want to take control of the roads and related infrastructure within the area, it seems like a tax revenue sharing program with the JLCAA would be warranted. If the City is gaining notable tax revenue from high density development within this private neighborhood, it should help pay for related infrastructure improvements within that same neighborhood, or as noted above, take ownership and control of those infrastructure improvements that the taxes are generally expected to support (roads, water, sewer).

Route Car, Bike and Pedestrian Travel along Moody to Hamilton Ct, but Route Streetcar to Macadam at Bancroft. If neither of the above options are achievable, a re-adoption of the streetcar alignment from Bancroft to Macadam would represent a compromise. This option would notably decrease the amount of private real estate condemned along the proposed streetcar route along Moody into the JL neighborhood, thereby reducing the negative impact of routing a streetcar through a residential and heavy pedestrian and bike area (adheres to Vision Zero Principles). In addition, it would conform to the original plan laid out in the Portland to Lake Oswego Streetcar Alignment Study ("Final Phase") from 2011, (and reaffirmed in 2014 in the City's 20 Year Transportation Plan). To deviate from this plan, given the considerable time and energy spent to complete, seems problematic. Additionally, this plan would also leave the Willamette ROW free to make a dedicated bike path, improving bike flow through the area providing a separation of bike and pedestrian traffic.

FINAL THOUGHTS

People forget that the Johns Landing neighborhood stood out as an unconventional development for its time. John Grey, the developer, was a pioneer in promoting increased density, while at the same time maintaining a high degree of livability through access to the river, wetlands, green spaces, and a walkable/bikeable neighborhood. Remember, this was the 1970's! It is also one of the few neighborhoods in the city's core that continues to own and maintain its own roads and related infrastructure. Many in the neighborhood will continue to support increased density, as this is a tenet by which the neighborhood was created, but the City must do its part to share in the burden of that increasing density. Please remember that although the Community owns and maintain the roads, water and sewer lines and related infrastructure, it does not share in the revenues from the property taxes, development charges, or governmental sewer and water service fees. Please give the residents of this community meaningful input in the decisions or at a minimum the fees and/or services to defray the related development costs.

Sincerely, Sallie M. Aldape

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Sent from my iPad

Aebi, Andrew

From: Connie-Stephens <connie-stephens@comcast.net>
Sent: Monday, October 10, 2016 10:25 PM
To: Aebi, Andrew
Cc: Dodie Tombleson; Mary Beach; Sallie Aldape; mctaylor.sullivan@gmail.com; Madelyn Stasko; Sandy Ramirez
Subject: Moody extension to Hamilton Court

I live at Heron Pointe and was not able to be there for your presentation. My two main concerns are the increased traffic on Landing Drive and the continuation of the Portland Streetcar past Hamilton Court. If the plan is approved I would be pleased if there were no left turn allowed from Hamilton Court onto Landing Drive. As you know Landing Drive is a privately owned and maintained street that is narrow and has no sidewalks and no room for the addition of sidewalks. Recently auto, bike and pedestrian traffic has increased due to the completion of two large apartment complexes with another to be completed soon. The street is unsafe as it is.

My second concern is with the extension of Moody there is talk of extending the Streetcar south from Hamilton Court. This is sure to disrupt the Heron Pointe Condominiums in which I live. One proposal I have seen would send the Streetcar between two of our buildings and would wipe out some of our parking spaces. This would be extremely disruptive to our lovely neighborhood.

I hope you will take my concerns into consideration.

Connie Stephens

Sent from my iPhone