

McClymont, Keelan

From: Harpole, Sarah <HarpoleS@ProsperPortland.us>
Sent: Monday, April 13, 2020 5:49 PM
To: Council Clerk – Testimony
Cc: Falbo, Nick
Subject: River District Master Street Plan & ROW Standards Update - April 15 hearing
Attachments: City Council Letter_River Dist Street Plan_Master Street Plan_041320.pdf

Hello—

I am providing the attached letter for support for approval of the proposed updates to the River District Master Street Plan and Right-of-Way Standards on behalf of Prosper Portland.

Thanks,
Sarah

**Sarah Harpole**

Project Manager

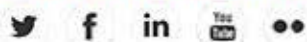
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April 13, 2020

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Capuia
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Ted Wheeler
Mayor

Kimberly Branam
Executive Director

City Council
City of Portland
1221 SW Fourth Ave, Room 140
Portland, OR 97204

Re: Updates of the River District Master Street Plan and Right of Way Standards

Dear Mayor Wheeler and Commissioners:

I am writing to express Prosper Portland's support for the proposed updates of the River District Master Street Plan and Right of Way Standards, and provide additional context regarding the proposed modifications pertaining to the Broadway Corridor. The former USPS Property, located at 715 NW Hoyt Street and within the Broadway Corridor study area, has been identified as perhaps the most significant redevelopment opportunity within Portland's Central City through multiple Portland City Council adopted land use and development plans. Approval of the proposed updates is necessary for the City's ability to implement the community vision set forth for this significant development opportunity.

In 2015, Prosper Portland initiated a planning and stakeholder engagement process to inform the Broadway Corridor Framework Plan. The objective of the Framework Plan was to provide greater certainty regarding Prosper Portland's and the City's development objectives, desired public investments, and the financial capacity to meet those objectives and investments, with a focus on the feasibility of acquiring and developing the USPS Property. The Prosper Portland Board and City Council adopted the Framework Plan in fall 2015. In partnership with the Portland Bureau of Transportation, the River District Master Street Plan was subsequently amended to reflect the street plan assumptions for the USPS Property consistent with the Framework Plan. Prosper Portland, in partnership with the Portland Housing Bureau, acquired the USPS Property in 2016.

In June 2018, Prosper Portland initiated refined Broadway Corridor planning efforts, including the preparation of the code required Central City Master Plan for the USPS Property, which is subject to a Type III Land Use Review approval by the Portland Design Commission. This effort has been informed by a robust engagement strategy, including regular meetings of the project's Steering Committee and Public Partners Technical Team, four public open houses and online forums, ten focus groups, six pop-up events, tabling at community events, a dozen stakeholder group presentations, and multiple one-on-one stakeholder interviews. The Steering Committee, composed of 41 community members who are demographically diverse and represent a broad range of geographic and subject matter expertise and interests, met 22 times between May 2017 and December 2019. These comprehensive community engagement efforts have engaged

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Updates of the River District Master Street Plan and Right of Way Standards

April 13, 2020

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more than 1,000 attendees and resulted in more than 1,000 comments or points of feedback. Just under 50% of the participants identify as a person of color. Over the past two years, preliminary development concepts have been prepared, tested and refined by the consultant team, based on input received from the project's Steering Committee and Public Partners Technical Team, community input, and coordination with Continuum Partners as our development advisor.

Prosper Portland applied for approval of the USPS Property Master Plan in October 2019 and held a first hearing before Design Commission on February 13, 2020. The proposed updates to the River District Master Street Plan and Right of Way Standards are necessary before final approval of the USPS Property Master Plan can be obtained. The proposed updates to the River District Master Street Plan and Right of Way Standards include key changes to the USPS Property, consistent with the proposed USPS Property Master Plan. These proposed changes are designed to strengthen the pedestrian-orientation of the new NW Johnson St and NW Park Ave, strengthen the land use and transportation integration of the site, and increase permeability across the site.

Prosper Portland asks City Council to approve the proposed updates. This will support our City's timely commitment to developing this important central city site.

Thank you for your time and consideration.

Sincerely,

Lisa Abuaf
Director of Planning and Investment, Prosper Portland

From: [Falbo, Nick](#)
To: [Council Clerk – Testimony](#)
Subject: Testimony for Item 294 and 295 - City Council 4/15/2020
Date: Tuesday, April 14, 2020 12:50:13 PM
Attachments: [PDNA-RiverDistrictROW-Letter.pdf](#)
[FINAL_PSC_RiverDistrictMasterStreetPlan.pdf](#)

Hello,

I'd like to submit the following letters as testimony related to Items 294 and 295.

- Letter from the Pearl District Neighborhood Association (refers to both items)
- Letter from the Portland Planning and Sustainability Commission (relevant to item 295)

Thank you,
Nick Falbo

.....
Nick Falbo | Senior Transportation Planner
Pronouns: He/Him
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February 13, 2020

RE: River District ROW Standards/Master Street Plan Update

Dear PBOT Director Chris Warner,

The Pearl District Neighborhood Association's Planning and Transportation Committee received a presentation from PBOT staff on the proposed changes to the River District Right-of-Way Standards and Master Street Plan in November 2019 and subsequently voted to support the update in January 2020. The revisions reflect the committee's vision for the Post Office site by adding unique, high-quality streetscape design concepts for Park Avenue and Johnson Street that will provide ample space for people walking and biking and create a sense of place in this transformative new development.

The update will also incorporate design standards for the Green Loop, which is a critical component of the future multimodal network in the Central City and within the USPS site. PBOT staff worked with the neighborhood to improve upon the NW Park/9th project (#16) in the adopted Central City in Motion plan. While the previous version showed a one-way bicycle lane couplet on Park and 8th avenues, the revised proposal is now a two-way path on the east side of the Park Avenue. The committee felt that this change is better aligned with the goals and vision of the Green Loop to serve as a low-stress, family-friendly alternative to NW Broadway.

The performance criteria in the current document has also been updated to incorporate current PBOT guidelines and standards for bicycle and transit facilities, including protected bicycle lanes, neighborhood greenways, transit lanes, and transit islands. This is a welcome change as the facilities in the current document did not reflect current state of the practice, and will provide useful guidance to the City and private developers as they implement planned multimodal transportation investments within Central City in Motion, Northwest in Motion, and other projects.

However, the update misses opportunities to integrate these plans more tightly into the ROW Standards, including the proposed bicycle facilities on 9th Avenue and Hoyt Street from CCIM that the City would ideally leverage private development to implement as they construct frontage improvements within the USPS site. The 14th Avenue and NW Broadway CCIM projects within the Pearl were also omitted. In addition, there are transit and bicycle street classification updates within Northwest in Motion that are relatively finalized and could have been incorporated into this update, even if the overall plan has yet to be formally adopted by City Council. There was also a small housekeeping change that was requested and not addressed by PBOT, which was the conversion of two blocks of streets in the North Pearl (Raleigh Street and 12th Avenue) from typical local streets to pedestrian-only streets to reflect a senior housing

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project that will soon be under construction. In total, these omissions will only require another round of revisions in the near future, at additional cost and staff time.

The committee also expressed concerns about the proposed two-way bicycle facility on Johnson Street and how bicycle users would transition from a separated two-way facility to shared street environment west of 9th Avenue. In addition, the east end of this facility at Station Way seems unresolved and lacks a purposeful connection to the rest of the bicycle network. However, that is a level of detail that the Master Street Plan update is not intended to address.

In closing, the PDNA respectfully asks that City Council vote to affirm the changes as presented in this proposed draft. We look forward to working with staff in a subsequent update to address the outstanding items as presented in this correspondence.

Sincerely,

Reza Farhoodi
Pearl District Neighborhood Association
Planning and Transportation Committee Co-Chair

CC: Nick Falbo, PBOT
Hillary Adam, BDS



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March 19, 2020

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Commissioner Amanda Fritz
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Dear Mayor Wheeler and City Commissioners:

The Planning and Sustainability Commission (PSC) offers our support of the updated River District Master Street Plan that will be coming before Portland City Council on April 15, 2020.

At the January 14, 2020, PSC hearing, Commissioner Quiñonez moved to “approve the River District Master Street Plan as proposed and forward it to City Council.” Commissioner Spevak seconded. The motion received unanimous approval with nine yes votes.

The Master Street Plan in the River District governs the development of street and pedestrian connections in the Pearl District and Old Town neighborhoods and has been instrumental in establishing a traditional street grid as redevelopment has reshaped the area over the last 18 years. The update refines the street network and connections required within United States Postal Service site (USPS site), built upon the Council adopted 2015 Broadway Corridor Framework Plan. The USPS site is a publicly owned parcel and is the last remaining major development sites in the Pearl District. The update to the River District Master Street Plan will implement the Broadway Corridor Framework Plan vision of echoing the traditional Portland street grid with pedestrian-oriented connections while preserving room for a large extension of the North Park Blocks.

Thank you for the opportunity to participate in the review of this project and for considering our acceptance of the updated street plan.

Sincerely,

Eli Spevak
Chair



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