

Sam
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Mayor

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Director

STAFF REPORT AND RECOMMENDATION TO THE PLANNING AND SUSTAINABILITY COMMISSION

FILE NUMBER: R/W #7180

**COMMISSION MEETING TO BE HELD APRIL 12, 2011
12:30 PM
1900 SW 4TH BUILDING, 2ND FLOOR, ROOM 2500 A**

I. GENERAL INFORMATION

Street Vacation Request: Proposed vacation of NW Irving between NW 4th and NW 5th Avenues

Petitioner: City of Portland

Purpose: Right of way is currently occupied by TriMet light rail tracks serving the downtown transit mall. Vacation would consolidate ownership with TriMet.

Neighborhood: Old Town/Chinatown Neighborhood Association

Quarter Section: 2929

Designation/Zone: Central Commercial (CX) with a (d) Overlay

II. FACTS

A. History and Background

Right of way was used by TriMet to construct the new downtown transit mall alignment serving both the Green Line and the Yellow Line.

B. Concurrent land use actions

None

C. The Transportation Element

NW Irving is classified as a local street

D. Neighborhood Plan

Neighborhood plan does not speak to future of NW Irving St. at this location

III. FINDINGS

A. Comprehensive Plan Goals and Policies Consideration

The relevant policies of the Comprehensive Plan are:

Policy 6.20 Connectivity states:

Support development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.

Comment: Provision of light rail enhances opportunities for multimodal transportation systems connected to mixed-use areas and downtown residential neighborhoods

Policy 6.21 Right-of-Way Opportunities states:

Preserve existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained.

Comment: Right of way will be preserved for light rail.

Policy 8.14 Natural Resources, Objective I. States:

Consideration of Scenic Resources in Street Vacations. Require the preservation and maintenance of existing and potential view corridors and view points when approving street vacations. Require view easements within or near street vacations where access to viewpoints or view corridors is desired.

Comment: Does not apply

Policy 11.11 Street Plans, Objectives D. and E. state:

D. Provide full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints.

E. Provide bike and pedestrian connections at approximately 330-foot intervals on public easements or rights-of-way when full street connections are not possible, except where prevented by barriers such as topography, railroads, freeways, or environmental constraints..

Comment: In compliance with downtown street and transit plans.

Policy 12.4 Provide for Pedestrians, Objective G. states:

Retain rights for pedestrian access and circulation when considering requests for street vacations. Preserve existing pedestrian routes and protect routes needed by pedestrians in the future. Ensure that street vacations do not reduce access to light and air or the intimate scale that is so much a part of Portland's character.

Comment: Does not apply

Policy Considerations - Current and Future Need

None

C. Zoning Code considerations

Currently, there are two tax lots abutting the street vacation area. The zoning designation for the these properties is Central Commercial (CX) with a Design (d) Overlay. This area is also located within the River Sub District of the Central City Plan District. It appears that one of tax lots abutting the street vacation area, identified as R626121, contains historically platted lots underlying the current tax lot configuration. It is possible that the underlying historically platted lots would lose legal street frontage as a result of the street vacation. However, based on the public ownership of this property and presence of MAX light rail tracks, there does not appear to be any opportunity to re-establish these lots. There are no other development related standards that will move out of conformance nor are there any adopted plans that appear to conflict with the proposed street vacation.

D. Subdivision code considerations

Does not apply

E. Improvement considerations

Does not apply

F. Other Considerations

None

Neighborhood issues.

Both the Old Town/Chinatown Neighborhood Association and Neighbors West/Northwest were contacted but not responses were received.

IV. CONCLUSIONS

There are no outstanding issues with this street vacation.

V. TENTATIVE STAFF RECOMMENDATION

The staff recommendation is approval of the vacation of the area as shown on Exhibit A.

The Portland Bureau of Transportation staff may revise this recommendation upon receipt of new information at any time prior to the Planning and Sustainability Commission's recommendation.

VI. EXHIBITS

- A. Area proposed for vacation
- B. Photo of street vacation area
- C. Aerial photo of street vacation area

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cc:

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Petitioner- Teresa Boyle, City of Portland

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Case File

Exhibit A: Area for proposed vacation

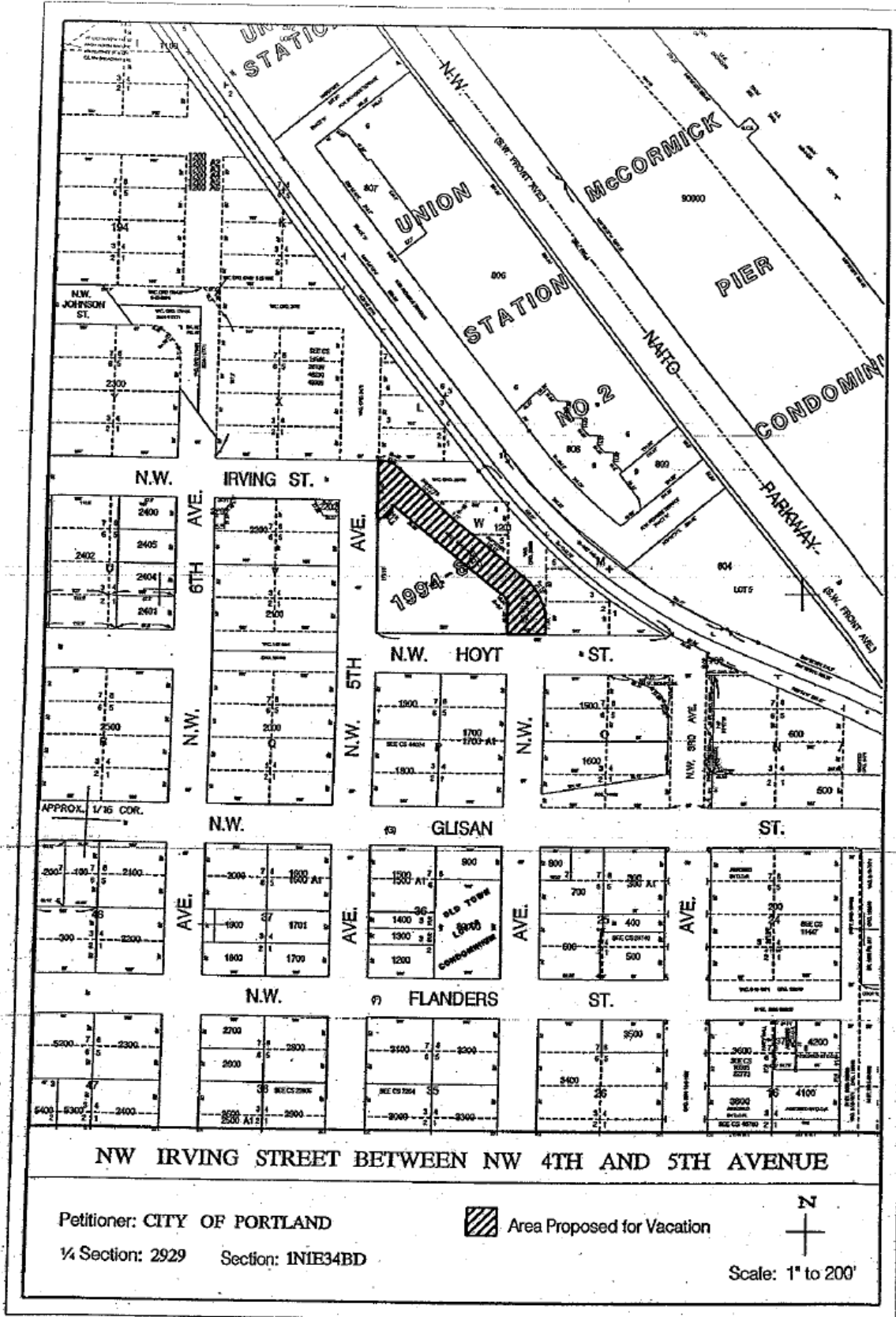


Exhibit B: Photo of Street Vacation Area





Exhibit C: Aerial Photo of Street Vacation Area

