



Sam
Adams
Mayor

Tom
Miller
Director

STAFF REPORT AND RECOMMENDATION TO THE PLANNING COMMISSION

FILE NUMBER: R/W #7191

Commission Meeting to be held June 28, 2011
5:30 PM
1900 SW 4TH BUILDING, 2ND FLOOR, ROOM 2500 A

I. GENERAL INFORMATION

Street Vacation Request: Proposed vacation of SW 46th Ave. and SW Florida St.

Petitioner: St. Luke Lutheran Church
Maripat Hensel
6835 SW 46th Av.
Portland, OR 97219
503-936-5863

Purpose: Consolidate property for future redevelopment
(expansion of church buildings)

Neighborhood: Maplewood Neighborhood Association
Vern Krist, Transportation Chair
7004 SW 52nd Ave.
Portland, OR 97219
503-293-0804
transportation_chair@maplewoodna.com

Southwest Neighborhoods Inc.
Marianne Fitzgerald, Chair
10537 SW 52nd Dr.
Portland, OR 97219
503-246-1847

1120 S.W. 5th Avenue, Suite 800 • Portland, Oregon, 97204-1914 • 503-823-5185
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Southwest Trails
Don Baack, Chair
6495 SW Burlingame Place
Portland, OR 97239
503-246-2088
baack@q.com

Quarter Section: 3724

Designation/Zone: CN2, R7

II. FACTS

A. History and Background

SW 46th is currently improved with pavement and gravel. SW Florida is currently unimproved with vegetation and slope. St. Luke Lutheran Church would like to vacate the existing ROW to create the opportunity to expand the current church facilities. A new pedestrian, bicycle facility would be created to the east of the current SW46th Ave. ROW to serve as a north/south connection to replace SW 46th.

B. Concurrent land use actions

There are no concurrent land use actions at this time.

C. The Transportation Element

The Transportation Element of the Comprehensive Plan (Chapter 2 of the Transportation System Plan) classifies SW 46th Ave between Vermont and California as a Local Service Street for all designations. For more details:

D. Neighborhood Plan

The site lies within the Maplewood Neighborhood Association. There is no adopted plan for this neighborhood.

Southwest Community Plan (2000) includes 18 southwest Portland neighborhoods, including Maplewood. Two policies contained in the plan may be inconsistent with the proposed street vacation.

Public Safety: Enhance the level of community responsibility for a secure and safe living environment through shared efforts of residents, public agencies, intuitions, and businesses. Maintain a high level of public safety and security for residents, employees and businesses.

Objective 6. Encourage the development of street patterns and standards that provide adequate emergency vehicle access and quick response times. Ensure adequate ingress and egress especially to public safety facilities, which should have alternate routes in the event that disaster blocks primary access routes.

The proposed street vacation would close one of two access streets to the Church which has over 1,300 members. The property is set back from the road, with privately-owned lots between the Church-owned properties and local arterials. SW California Street, which dead-ends into the St Luke's parking lot, would provide the only point of ingress and egress for emergency response vehicles.

Transportation: Provide a balanced multimodal transportation system in Southwest Portland that encourages increases in transit use and pedestrian accessibility and connectivity, discourage non-local traffic in residential areas, manages congestion and focuses on improving and maintaining arterial and local streets.

Objective 1. Support the development of pedestrian facilities, including safe crosswalks, identified in the Pedestrian Master Plan and the SW Trails maps on arterials and local streets, at major intersections and bus stops, on unimproved rights-of-way, and across public and private lands where appropriate to provide connections between residential areas and activity centers.

SW 46th Ave and SW California are both local, unimproved streets which lack sidewalks. Possible conditions for the approval of this street vacation application already indicate needed pedestrian access through Church-owned properties and construction of new sidewalks along SW California.

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:

According to City connectivity policy that states connections needed at 530 feet and pedestrian connections every 330 feet, removing SW 46th as a public right-of-way would leave a 1,050 foot frontage along SW Vermont between SW 49th and 45th without any connection with the exception of a privately owned street that functions as a driveway for neighboring St John Fisher Church.

However, City connectivity policy also indicates that environmental zones and terrain constraints are possible exceptions to meeting connectivity standards. The SW Master Street Plan indicates an environmental protection zone that covers a part of SW 46th and surrounding St Luke Lutheran Church property. It is possible due to the requirements of PCC.33.430.070/G that because parts of SW 46th are located in an environmental zone that SW 46th it is not feasible to apply the City's connectivity standards.

Policy 6.21 Right-of-Way Opportunities states:

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

Comment:

The Petitioner proposes abandoning SW 46, while replacing it with a 16' ped/bike connection to the east. See photos and maps following this report

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:

Not applicable

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:

See comments related to Policy 6.20 Connectivity above.

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:

With the creation of a new ped/bike connection to the east of the existing SW46th Ave. ROW ped and bike circulation should be preserved.

Policy Considerations - Current and Future Need

B. Zoning Code considerations

No zoning considerations

C. Subdivision code considerations

No subdivision considerations

D. Improvement considerations

The Petitioner proposes adding additions the current buildings on their site, which requires the vacation of SW 46th and the creation of a new ped/bike connection to take the place of SW 46th.

E. Other Considerations

Neighborhood issues.

SW Trails

Will oppose street vacation based on adverse impact to pedestrian connectivity

IV. CONCLUSIONS

Conditions of approval from City Bureaus and other interested parties:

Portland Bureau of Transportation

No objection subject to the following conditions:

1. Vacations be recorded prior to issuance of building permits. Development be completed within 2 years of issuance of building permits, or as outlined in a future Master Plan. If development is not completed within this time, property owner shall dedicate the vacated street to restore public right-of-way.
2. A 16 ft. wide dedicated public right-of-way for pedestrian access must be provided within or east of SW 46th Ave. to accommodate future pedestrian/bike connections and associated stormwater facilities. (Sidewalk improvements on SW 46th not required at this time.)
3. A 16 ft. wide access easement must be provided within northernmost portion of existing SW Florida St. to accommodate a future pedestrian connection and associated stormwater facilities. (Sidewalk improvements on SW Florida not required at this time.)

Portland Bureau of Transportation Street Lighting

Street light at the end of SW California must remain.

Portland Bureau of Development Services

Consolidation of any historically platted lots that will lose legal street frontage.

Portland Water Bureau

Water facilities in SW California must be relocated out of the vacation area at applicant's expense. This can be avoided if the vacation of SW 46th ended at the north line of SW California.

Portland Fire Bureau

Install a hydrant within the public right-of-way at the corner of SW46th and SW California and/or install a sprinkler system to the existing church buildings addressed as 6835 SW 46th upon final determination by the Fire Bureau.

Portland Bureau of Transportation Mapping

Property at 6812 SW 46th will need to be readdressed to have a SW California address.

SW Trails

Will oppose street vacation based on adverse impact to pedestrian connectivity

Portland General Electric

Have facilities in street area; reserve easement

Northwest Natural

Have facilities in street area; reserve easement

Comcast Cable

Have facilities in street area; reserve easement

Portland City Planning & Sustainability Commission

1. Dedicate and construct a new north-south 16' wide pedestrian/bike access improvement within or east of existing SW 46th. The new pedestrian/bike improvement will be constructed between SW Vermont and SW California.
2. The Pedestrian/bike improvement shall be 16 ft. wide with at least 10 ft. of that ROW to be paved for all weather access. The remainder of the ROW can be utilized for stormwater retention if needed or landscaping.
3. The applicant shall construct a 16' wide east-west pedestrian connection along the north right-of-way line of the segment of SW Florida St. to be vacated. One purpose of this pedestrian connection is to provide access to the entrance of the new building. The exact location shall be determined as part of building permits.
4. A 10 ft. paved portion of improvements in Recommendations 1. and 3., above, shall be constructed with a permanent, easily maintained all weather surface.
5. Create a Good Neighbor Agreement to include the surrounding Neighborhood Associations, that will include terms and intentions focusing on issues outlined above related to implementation of the new bike/ped improvements.

Note: PBOT recommends that to implement Recommendation 1., above, the applicant shall grant a public pedestrian access easement over SW 46th Avenue until such time the new north-south pedestrian connection is constructed.

V. STAFF RECOMMENDATION

The staff recommendation is approval of the vacation of the area as shown on Exhibit 1 ***with conditions of approval as shown above.***

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

VI. EXHIBITS

Exhibit 1: Area proposed for vacation

Exhibit 2: Site Map and Connections

Exhibit 3: St. Luke Redevelopment Concept Plan

Staff Planner - Stuart Gwin, Phone: 503-823-7788

cc:

Lance Lindahl, Right-of-Way Case Manager

Petitioner- St. Luke Lutheran Church

Maripat Hensel

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Case File

Exhibit 1

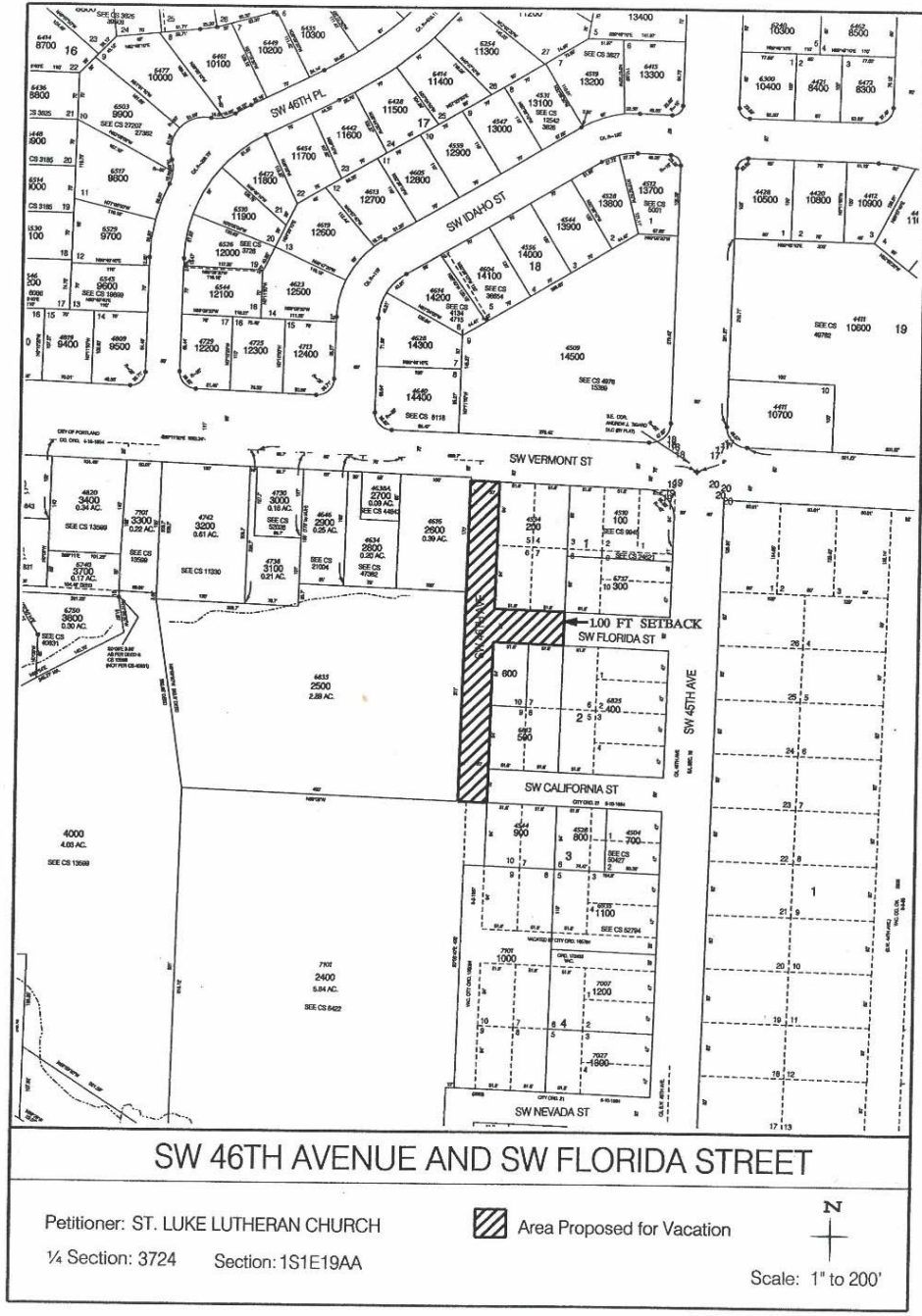
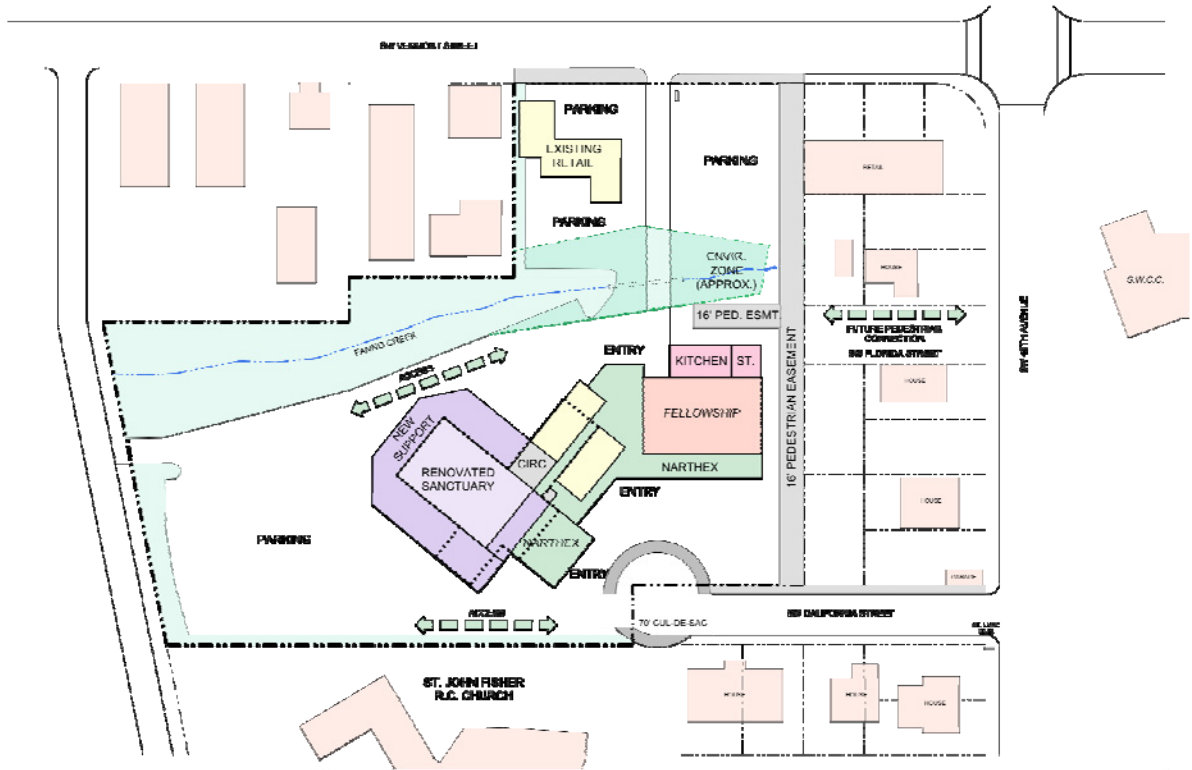


Exhibit 2 Site Map and Connections



Exhibit 3: St. Luke Redevelopment Concept Plan



SITE DIAGRAM - WITH STREET VACATION
NOT TO SCALE

ST. LUKE LUTHERAN CHURCH
LRS PROJECT NO. 210177

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williamwilsonarchitectspc